

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE — NOW IN ITS 14TH YEAR

AIR TRANSPORTATION

Vol. 28, No. 1

THE AIR MAGAZINE FOR THE BUSINESS EXECUTIVE

January, 1956

Problem 1: "I've got a national distribution job which calls for precise timing."

Problem 2: "I can't afford to let my competitors get the jump on me this time."

Problem 3: "I'm investing too much of my capital in a binding inventory."

Problem 4: "My shipping containers add too much to transportation costs."

Problem 5: "I've got to get a great deal more out of my short selling season."

Problem 6: "I must find an effective method of exploiting new markets everywhere."

Problem 7: "I need to find a way of reducing warehousing expenses."

Suggestion: Ask the airline cargo department or air freight forwarder to help you.

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MISSION: Combat Test Problem
WEIGHT: 13,000 lbs. Overload
TAKEOFF CONDITION: Power Failure
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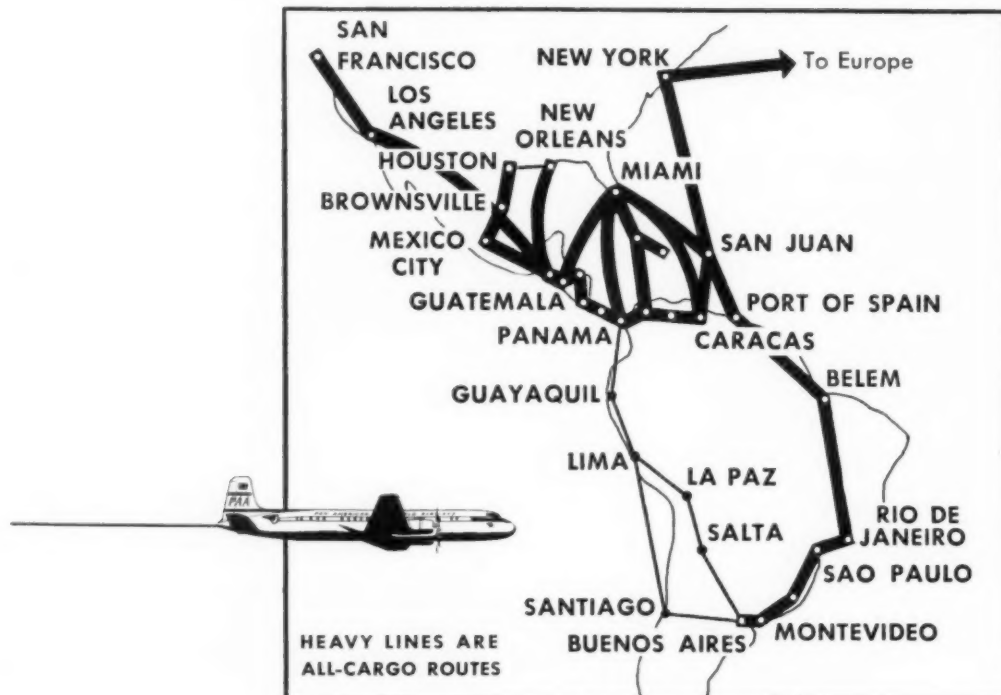


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AIR TRANSPORTATION

The World's First and Only Air Cargo
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October, 1942



Member of Business Publications Audit
of Circulation, Inc.

AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in **AIR TRANSPORTATION'S** wide coverage are: air shipping, cargo plane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, and business flights.

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January, 1956

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Net circulation of this issue (not including distribution to advertising agencies, advertising prospects, public relations firms, newspapers, and magazines; special distributions for promotional purposes; and cash sales) totals 9,550 copies. Gross circulation is more than 10,050 copies. This issue will be received by a minimum of

8,434 shipping and business executives including:	411 airline executives and other personnel
4,856 traffic managers	111 military personnel (principally MATS)
1,026 presidents; partners; proprietors	6 banks
65 vice presidents	15 insurance firms
52 secretaries; treasurers; comptrollers	86 trade organizations
575 freight forwarders	214 Federal, state and city government departments
432 export-import managers; export-import merchants	89 educational institutions and students
366 purchasing agents	63 business and public libraries
976 aviation department heads of commercial and industrial firms	42 foreign governments
138 general and sales managers	53 aircraft and aircraft equipment manufacturers
	25 miscellaneous
	1 awaiting classification

The most recent study of *Air Transportation's* circulation has shown a pass-along of each issue to 3.45 persons, or a total readership of 4.45 persons per copy. On this basis, this issue of *Air Transportation* will be read by a minimum of 42,498 persons. The latter figure does not include readers not classified under "net circulation."

KEEP ABREAST
OF
COMPETITION



BE WISE
SAY . . .
AIR CARGO

VOL. 28

JANUARY, 1956

No. 1

Airwork Atlantic Suspends

Transatlantic Air Freight Carrier Places Blame on British Government Attitude

ATA Report Points To Records for Air Cargo

WASHINGTON, D. C.—With the reports of the scheduled airlines of the United States completed for the first 10 months of 1955, and the totals for November and December estimated, it became apparent that air cargo, including freight and express, continued to make striking gains. The traffic and revenue figures of the Flying Tiger Line and Slick Airways, which are not members of the Air Transport Association, are not included.

On an industry basis, express produced the most significant gains of all categories of commercial air transportation, chalking up an estimated gain of 25.5% in ton-miles and 29.8% over 1954 revenues. Freight ton-miles rose 19.7%, while revenues showed a rise of 13.8%. On the other hand, the increase in revenue passenger-miles was 19%, while revenues were above last year's total by 16.3%.

Fred Lee Out of CAA, Josh Lee Out of CAB

WASHINGTON, D. C.—Within 48 hours last month, two announcements significant to commercial aviation were made: the resignation of Frederick B. Lee as Administrator of Civil Aeronautics, and the replacement of Josh Lee, Civil Aeronautics Board member.

The resignation of Fred Lee came amid charges of political pressure by the Commerce Department. According to reports, Lee had been asked to resign by Under Secretary of Commerce Louis S. Rothchild, who was informed that he would do so only at the request of the White House. There have been numerous protests and it appears that an investigation of the circumstances surrounding the resignation is in the offing. Lee has been succeeded in the top CAA job by Charles J. Lowen, Jr., deputy administrator.

Josh Lee, former Democratic Senator from Oklahoma, whose term expired December 31, was replaced by G. Joseph Minetti, a member of the Federal Maritime Board and former commissioner of the New York Department of Marine and Aviation. Minetti is also a Democrat.

Ross Rizley, CAB chairman, who recently was redesignated by President Eisenhower, is rumored to be on the way out. It is said that he will accept an Oklahoma Federal judgeship.

NEW YORK—At a hurriedly called press conference here nine days before Christmas, the suspension of scheduled transatlantic air freight service was announced by Airwork Limited, British independent carrier. The news of the cessation of Airwork's operations across the Atlantic broke over the shipping community like a bombshell and stunned airline personnel and air shippers alike. The withdrawal of Airwork leaves Seaboard & Western, which started operations in 1947 and became certificated several months ago, as the only all-cargo airline on this important international route.

While stating that "the decision was reached because the North Atlantic cargo division of Airwork has been unable to forecast operations at a profit or even a break-even point," Henry M. Marx, secretary, spokesman at the press conference, also indicated strongly that British politics forced the move. The airline had been seeking to carry passengers and mail during periods when cargo is traditionally at low ebb, but such permission has been denied by the British Government.

Sir Archibald Hope is managing director of Airwork. Airwork Atlantic, Ltd., North American subsidiary of Airwork,

which acted as the sales organization in the United States and Canada, was headed by John E. Muhlfeld, president, former general sales manager for Pan American World Airways. His right-hand man, Milton E. Patterson, another ex-Pan Am executive, served as vice president.

The airline spokesman stated that although the company had entered the transatlantic air freight field with the "expectation of initial losses," it was subjected to certain restrictions which prevented the carrier from operating profitably.

The two airfreighters leased from Slick Airways and Transocean Air Lines have

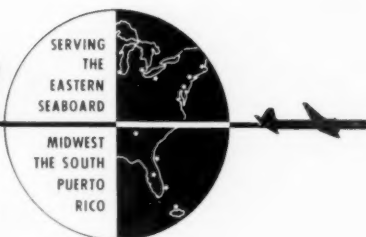
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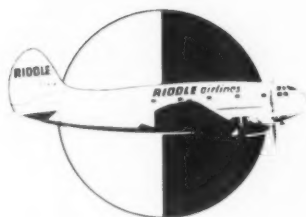
Ten months ago Airwork, Ltd. started its transatlantic air freight service with a DC-4 flight from London to New York. Shown above is the loading scene on the inaugural day. Last month the service was suddenly suspended.

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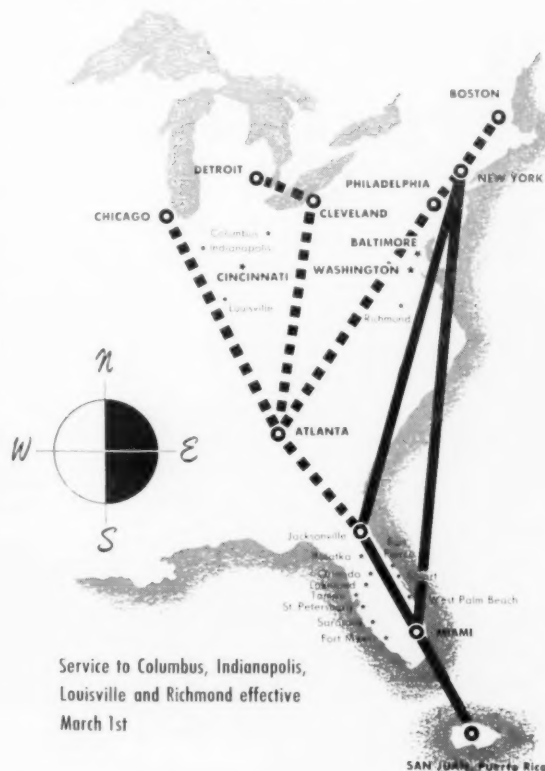
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Contact your freight forwarder or RIDDLE airlines direct for complete new flight schedules



Airwork Atlantic Suspends

(Continued from Page 6)

been returned. Airwork's own three DC-6As have been put up for sale. Marx stated that an unnamed airline had committed itself to the purchase of these aircraft, but how firm this commitment was could not be learned.

The decision, which was reached in London and transmitted to New York, stranded 31 personnel, 29 of which are located in the United States and the other two in Canada. Muhlfeld told *Air Transportation* that he is bending every effort to get all his men placed.

How suddenly the axe fell is perhaps best demonstrated by the fact that Airwork had been hiring experienced personnel almost up to the week of the announcement of dissolution. Several quarters indicated privately to *Air Transportation* that they are interested in some of the men.

Will Airwork make a comeback? The airline left the door slightly ajar on this question. The tentative answer to this appears to be that if the British Government will be a little more liberal, permitting it to operate "on a reasonable basis without subsidy, but, on the other hand, without guaranteed future losses," it would consider resuming operations on the North Atlantic.

In its 10 months of hauling freight between the United States and Europe, Airwork made itself felt. During the week ending December 3, it operated 22.22% of the all-cargo flights and carried 31.29% of the freight. The curtain rang down on the carrier when its flight from London arrived at New York International

Airport December 19. Airwork had been operating three scheduled round trips a week.

Suspension of scheduled transatlantic cargo flights does not affect Airwork's other operations. It will continue cargo and passenger transportation to other parts of the globe, as well as fulfilling military contracts, pest control in Africa, operate flying schools for the Admiralty and RAF, perform maintenance and overhaul, conduct aircraft brokerage and sales, etc.

Steamship Family Buys South Pacific Air Lines

SAN FRANCISCO—The second and third generations of the famous Dollar steamship interests have taken over control of the recently certificated South Pacific Air Lines.

R. Stanley Dollar heads SPAL's board as chairman, and R. Stanley Dollar, Jr., is president. Vice presidents are J. Harold Dollar, Jr., and M. S. van Burkleo. R. P. Seeley is secretary, and E. H. Hall, treasurer. Corporate headquarters will be maintained at 311 California Street, San Francisco, headquarters of the Dollar Line.

BOAC U.S. Hqtrs. to Move

NEW YORK—Late this year, the United States headquarters of British Overseas Airways will move from its present location at 342 Madison Avenue in this city to the Bank of New York Building, 530 Fifth Avenue. The building is now

under construction. BOAC will occupy the entire fifth floor. A long-term lease has been signed.

Kojima Switches to N.Y.

NEW YORK—Japan Air Lines' vice president in charge of the American Region, Yoshito Kojima, has established offices at the carrier's Eastern headquarters, 590 Fifth Avenue, New York. Decision to locate in New York, Kojima observed, was prompted by the Eastern Seaboard's prime position as a generator of transpacific traffic.

Seaboard Wins Award

NEW YORK—For its role in the air transport of animals used for medical research, Seaboard & Western Airlines, transatlantic all-cargo carrier, was recently awarded a plaque from the Animal Care Panel of the National Society for Medical Research. The award, presented by Dr. N. R. Brewer, was accepted by Raymond A. Norden, Seaboard president.

United Signs Lease

PHILADELPHIA—A 15-year lease signed with the Philadelphia city authorities will give United Air Lines a new cargo handling area at the International Airport. New facility will cover 3,400 square feet of space, including customer lobby, counter positions, and offices for ground personnel. W. E. Mays is in charge.

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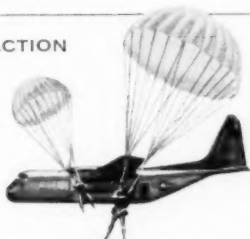
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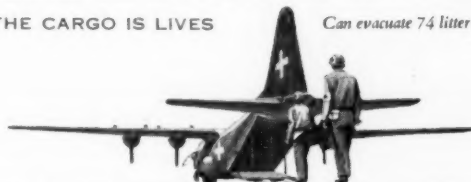
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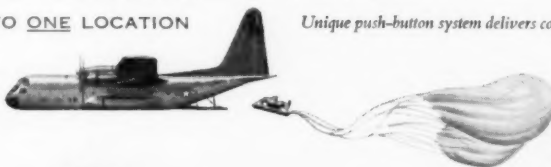
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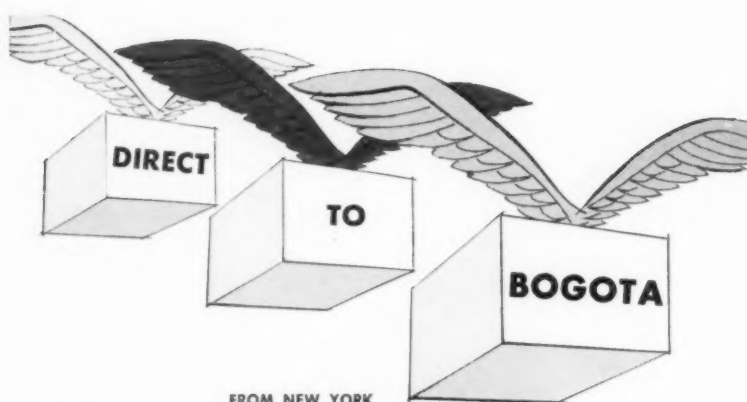
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GOVERNMENT AIRCRAFT PLANT NO. 6

JANUARY 1956—PAGE 9



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Important decisions reached by the Civil Aeronautics several weeks ago, too late to be included in the last issue of

Air Transportation (with the exception of that affecting Riddle Airlines), are of exceptional importance to the business community. In the Northeast-Southwest Service Case, Denver Service Case, and North-South Air Freight Case, the principle of competition in fulfilling the need for adequate service was uppermost. Following are the results:

American: (1) Authorized to serve Pittsburgh, providing long-haul flights to the Southwest and West, but without authority for nonstop service to points in New England. (2) Houston added as a stop in order to provide one-carrier service between Houston and Pittsburgh. (3) Authorized to serve Columbus on a through routing to New York City. (4) Authorized nonstop service between Chicago and San Francisco/Oakland.

American Air Export & Import (Aaxico): (1) Awarded five-year temporary authorization to haul cargo between New York and New Orleans, via Philadelphia, Baltimore, Washington, D. C., Richmond, Atlanta, and Birmingham; between New Orleans and Chicago, via Birmingham, Indianapolis, Louisville, Cincinnati, and Columbus; between Columbus and Detroit, via Cleveland, Philadelphia, Baltimore, Washington, D. C., Richmond, Louisville, Cincinnati, and Columbia are certificated on a demand-only basis; the other cities will have a regularly scheduled service. (2) Authorization includes the right to haul air express. (3) Decision on the application to carry mail is deferred.

Braniff: (1) Authorized to operate over a new segment between New York/Newark and the terminal point Fort Worth, via Washington, D. C., Chattanooga, Nashville, and Memphis, Tulsa, Oklahoma City, and Dallas (2) Stated that additional service for San Antonio should be rendered by Braniff.

Capital: (1) Extended Route 51 from Washington, D. C. to New York/Newark, via Baltimore and Philadelphia. (2) Amended the certificate on Capital's Southern route structure in order to permit "more effective competitive service" between New Orleans and Atlanta, via Birmingham and Mobile. (3) Authorized to carry traffic between Philadelphia and Pittsburgh.

Continental: (1) New segment added between Chicago and Los Angeles, via Kansas City (Missouri) and Denver. Restrictions include (a) the rendering of service on Kansas City-Chicago flights only on those originating or terminating at Los Angeles; (b) single-plane service through Denver, to or from points South, is prohibited; (c) single-plane service between Chicago and points south of Kansas City is prohibited.

Delta: (1) Authorized service beyond Atlanta to the co-terminal points New York/Newark, via Charlotte, Washington, D. C., Baltimore, and Philadelphia. (2) Added a new route segment authorizing service over Route 24, west of the intermediate point New Orleans to the terminal point Houston.

Eastern: (1) Authorized to carry traf-

(Concluded on Page 22)

ALONG THE WAY... OF **TWA**

GIANT ROBOT

*tours country via TWA
air cargo*



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Domestic

Braniff: The airline's new C-46 airfreighter recently took off from Dallas on its maiden flight to Chicago. Braniff has expanded all-cargo service between the two cities, the C-46 representing an increase of 2½ times the payload of the cargo-plane it replaced.



Capital: Operations into Newark Airport have been resumed with four daily inbound and outbound flights. The Korean crisis forced suspension of operations exactly four years ago when Capital aircraft joined the Pacific Airlift.

Riddle: January 20 is the date of the inaugural all-freight flight on the newly extended route, Miami to Boston. In the beginning it will be served with one flight each way daily.

Slick: Air freight service into Oklahoma City was inaugurated last month. Three scheduled flights a day are operated.

United: Kansas City and Pittsburgh have been added to UAL's system. Schedules were not announced at presstime.

International

Air France: The French airline now offers two weekly flights connecting New York and Tel Aviv.

Avianca: Nonstop flights between New York and Montego Bay, Jamaica, will be maintained on a daily-except-Monday basis through the Winter. All flights (five *Super Constellation*, two *Constellation*) continue to Barranquilla. The *Super Connies* terminate at Bogota; the *Connies* go on to Medellin and Cali.

LAI: The Italian carrier recently reported a record-breaking flight from New York to Naples. DC-6 spanned the distance in 13 hours, 50 minutes.

Los Angeles: The helicopter airline has opened service between Los Angeles Airport and Ontario. S-55s also haul express. There are three trips daily.

Northwest: Flights to and from the Far East have been rerouted through the reactivated base at Shemya Island in the Aleutians.

Pan American: Airfreighters are now making two round trips a week (Sunday and Wednesday) from San Francisco and Los Angeles to San Salvador (arrivals, Monday and Thursday). Continuing all-cargo flights proceed the major points in Latin America. C-54 equipment is used.

KLM: An interline agreement with Aeroflot, the Soviet air carrier, has been announced. Freight documents are now honored on the entire route network of each airline. The carriers have coordinated their schedules for connecting flights. KLM is the fourth European airline to have concluded an interline pact with Aeroflot.



Seaboard & Western: Cargo interline agreements have been reached with National Airlines and Varig Airlines. National serves 33 cities along the Eastern

Seaboard, Gulf Coast, and West Indies; Varig operates to 60 Brazilian cities, Ciudad Trujillo, Montevideo, and Buenos Aires.

Air Express International Corp.: As indicated last month (see *What Makes AEI?*, December, 1955 AT), AEI has



signed an agreement with National Carloading Corporation "whereby shippers who utilize forwarder LCL service in moving their overseas shipments to the gateways will be provided a through surface-air move-

ment to foreign destinations." National has approximately 150 stations scattered throughout the United States; AEI has more than 300 branch offices and managing agencies in all parts of the world. Charles L. Gallo, AEI president, who issued the joint announcement with National's president, T. R. Hudd, pointed out that interior shippers will receive a particular advantage from the deal. National will make regular pickups of international air freight along with domestic LCL freight.

Frank P. Dow, Inc.: The firm has received a CAB Letter of Registration. The firm now is engaged in air freight consolidations from Pacific ports Eastbound. It has for years held an ICC franchise, operating a rail consolidation service from the West Coast to points East.

Charters were appreciably heavier during the pre-Christmas weeks. Lambert Brothers, Ltd., of London, reported early

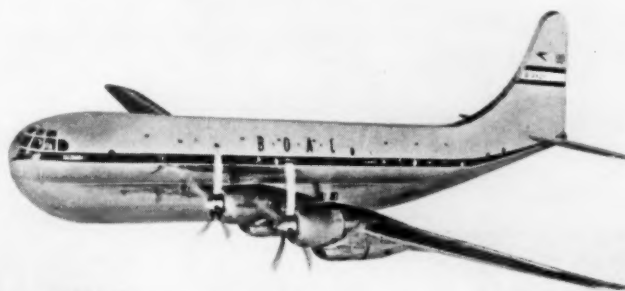


last month that "no less than 14 Sky-masters have been fixed for transatlantic flights" from the United States to the Middle East. Interest in livestock carriage is growing. European shippers are said to be mak-

ing inquiries concerning the air-shipment of cattle to the Persian Gulf area. Lambert stated:

"As our reports during the past few months have indicated, the character market has been consistently firmer than in previous years, while the scheduled service activities of British independent operators have continued to expand, but the independents, as a whole, are still faced with many difficulties and restrictions. Many of their problems were given an airing in the annual report of the British Independent Air Transport Association and at the Association's dinner the same evening. However, it does seem that there is now increased cooperation with the corporations, despite the fact that the scheduled services of the independent airlines represent only about 7% of the total British scheduled effort, and the greater part of this small percentage consists of low-revenue, highly-speculative operations. Air trooping continues to be the predominant activity, representing (in terms of passenger-miles) 81% on non-scheduled operations and 67% of total operations.

"The operating fleet strength of BIATA members is 227 aircraft, of which 71 are four-engined, 135 are twin-engined, and 21 single-engined (including four helicopters), while there are on order seven Viscounts, six Heralds, three DC-6As, and three Bristol Freighters."



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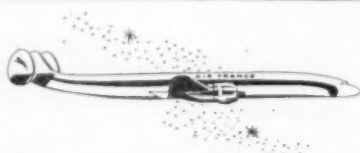
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With the acknowledged aim of cutting deeper into surface traffic, the Flying Tiger Line has proposed lower transcontinental air freight rates for heavy-volume shipments. The CAB has been asked to accept its new rate-setting formula which would reduce present minimums by some 30%. Bob Prescott, Tiger president,

pointed to the new cargoplanes capable of hauling more than 21 tons of freight non-stop over 2,000-mile distances, stating that they "now make it possible for the carrier to offer incentive rates that will bring into the air large volumes of traffic now restricted to surface transportation."

Here's the formula:

20¢ per ton-mile for the first 1,000 miles in any one shipment.

16¼¢ per ton-mile for all or any portion of the remaining ton-miles which accrue in a 10,000-pound shipment.

13¢ per ton-mile for the first 10,000 ton-miles which accrue over and above those already charges at 20¢ and 16¼¢.

9¢ per ton-mile for all the remaining ton-miles.

The formula currently used in domestic air freight transportation limits rates to a minimum charge of 20¢ per ton-mile for the first 1,000 ton-miles in any one shipment, and 16¼¢ per ton-mile for all remaining ton-miles. Said Prescott:

"The new large volume which would be developed would come from such sources as the military, from importers of goods arriving by water and which move into the interior of the country in amounts up to 40,000 pounds; from large industrial shippers moving large volumes of products by surface, and from forwarders who with the incentive of lower rates for weights in excess of 10,000 pounds will develop new markets. Much of the traffic moving by rail express and other surface means would be attracted to air movement if the proposed rates are made effective."

United States Airlines

Braniff: Keeping pace with the growing number of airlines investing in jet transports, Braniff placed an order for five Boeing 707s.

Cost: approximately \$30 million. First 707 is scheduled for delivery in October, 1959. Delivery of previously ordered Douglas DC-7Cs will begin this Summer.

Delta: Five Convair Model 440 **Metropolitans** have been ordered. Delta currently operates a score of Convair 340s. The airline recently reported that it is equipping all its Convairs, plus its 11 DC-7s and six DC-6s with airborne weather radar. New aircraft will be so equipped before placed in operation.

Eastern: Twenty-six Douglas DC-8 jets (eight of them on option) have been ordered. Total cost of aircraft (including the eight optioned) and spares is \$165 million. Six of the transports, which will be powered by Pratt & Whitney J57 jet engines, will start being delivered in May, 1959. Twelve others, equipped with the bigger J75 power plants, start delivery in March of the following year.

TWA: Starting in June, the airline will receive eight additional Lockheed

**COMMERCIAL
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Super G Constellations. TWA currently operates 101 Constellations and Super Constellations.

Foreign Airlines

Air France: A dozen French-manufactured jet transports—the *Caravelle* SE-210—have been purchased from Société Nationale de Constructions Aéronautiques de Sud-Est. The *Caravelle* will carry 70 passengers, with a total cargo space of 1,035 cubic feet. Cruising speed is 470 miles per hour. Air France, which will start receiving them during the latter part of 1958, will utilize the jets on routes throughout Europe and the Middle East. American jet transports will be used on its transatlantic route.

KLM: The Dutch airline is the first foreign carrier to order American commercial jets. An order for eight Douglas DC-8s has been placed. Cost will exceed \$50 million. KLM, which operated the DC-2 in 1934, has utilized every type of Douglas transport. It has 80 twin- and four-engined planes in the air today.

Sabena: After more than two years of international helicopter service with the Sikorsky S-55, the Belgian airline has invested in eight more rotary wing aircraft—Sikorsky S-58s. Payload of the S-58 is 2½ times greater than that of the S-55.

Trans-Canada: Three Bristol Freighters and one C-47 cargoplane have been sold to Central Northern Airways. TCA recently converted a number of *North Stars* to airfreighters.

The Port of New York Authority is spending \$1,443,440 for improvements at Newark Airport. Expenditure was made necessary by increased traffic at the air port.

An international airport large enough to handle the soon-to-come giant jet transports will be built at a site less than 15 miles from Ciudad Trujillo. Reported cost of the Dominican Trujillo's new terminal has

been set at \$9 million.

Seattle-Tacoma International Airport reports that a total of 2,426,700 pounds of freight was handled in October, as compared with 2,385,126 pounds during the same month in 1954. Express also rose—from 181,421 pounds to 233,658 pounds. For the first 10 months of 1955, 24,891,287 pounds of freight were handled, an increase of 2,959,748 pounds over the same period of the year before; and 2,065,550 pounds of express, an increase of 149,907 pounds.

First public flight of the Piasecki-built YH-16A *Turbo-Transporter* was made at Philadelphia International Airport last month. Weighing more than 16 tons and with a top speed of 150 miles per hour, the helicopter—it is the world's biggest turbine-powered rotary wing aircraft—was developed by the Air Research and Development

Command. The YH-16A represents part of a heavy cargo helicopter program designed to answer a requirement for a five- to seven-ton capacity cargo or troop-carry-

(Continued on Page 22)

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Air Speed Is Half the Story

By RICHARD MALKIN

In the heyday of the immediate post-war period which brought with it the blossoming of a new entity in air cargo transportation—the air freight forwarder—the new-born indirect air carrier was distinguished by two not unusual symptoms for a fledgling industry: (1) the usual quota of fly-by-nights who thought they could muddle through on a few bucks and gall alone; and (2) a vast ignorance of the “product” they presumed to sell.

During the inevitable shakedown period, the wobbly fringe dropped off and the industry was strengthened by a smaller though solidly professional

group of air freight forwarders. Among this group was American Shippers, Inc., an organization which at the tender age of 10—it was organized in 1946—may be considered an oldtimer.

Generally speaking, the success of American Shippers stems from its executives’ realization that as a connecting link between shipper and direct carrier, it will rise or fall with the quality of sales and ultimate service performed. It’s hardly enough to promise the shipper that his freight will be loaded into a 300-mile-an-hour plane. What happens on the ground between pickup at origin and door delivery at

destination forms the rest of the story.

This realization has not remained academic. Al Krause, president of the Los Angeles-headquartered company, has translated it into terms of mechanization—from a smooth-running web of conveyors to a fleet of motor trucks.

Inasmuch as the speed of air transport is taken for granted, there is a concentrated effort to develop ways and means of generating enough ground speed to dovetail the two. Now, ground speed is not only the application of muscle aided and abetted by materials-handling equipment; there’s the all-important element of brainwork and



INTERIOR of the company's West Coast facility, showing how vast conveyor system helps speed up pre-flight handling of air shipments. Suspended placards indicate different destinations of freight deposited directly beneath them.



Al Krause



EXTERIOR of American Shippers' headquarters in Los Angeles.

administrative ability, the results of which do not become apparent until the last unit of a complicated shipping operation falls into place.

Take, for example, the almost impossible distribution task which American Shippers, through its vice president sales, Gerow F. Miles, set up for Shell Oil. It not only accomplished a letter-perfect job, but today its executives point to it with understandable pride and use it as an object lesson for other shippers still obstinately tied to total reliance on surface transportation.

TCP was Shell's new premium gas, and it was determined to introduce it to the motorists of America on a certain specific day. Whether it was the pressure of competition is not known at this juncture; nevertheless, the inaugural day for TCP was set uncomfortably

close. The problem was thrown into Jerry Miles' lap: How to distribute promotional materials to 17,859 gas stations in every part of the United States so that each one could break out with stringed pennants and eye-catching whirling disks (to be fixed to the tops of the gas pumps) on the *very same day* that newspapers, radios, and television receivers blared forth the news of TCP? It called for a faultlessly planned operation; for an absence of errors in an integrated distribution job involving every airline in the United States.

The operation called for some imaginative handling. In order to supply gas station operators in the hinterlands, even buses were pressed into the job of hauling the airfreighted merchandise from the airport to the con-

signee. Total weight of the thousands of small shipments was in the neighborhood of 160,000 pounds, not including the newspaper mats and filmed TV commercials which American Shippers also handled at the same time.

TCP burst forth on the four-wheeled public on the scheduled date and another job passed into company history.

Founding father of American Shippers was Louis R. Kurtin, its first president. Operating out of a small office in Los Angeles, the firm concentrated on consolidating shipments from various manufacturers of California fashions for airfreighting to single store destinations—a device which won a respectable number of adherents in the East whose freight costs (remember, the consignee pays the shipping charges in most cases) were substan-



Jerry Miles



CONVEYOR BELT SYSTEM moves freight out to loading dock.

tially reduced as a direct result of having the different consignments grouped into a single shipment.

Krause, a hard-hitting young Marine veteran with a consuming interest in air freight's future, joined the budding firm's traffic department the year following its organization. A year later Kurtin appointed him traffic manager, and in 1951 he was elevated to the office of vice president in charge of operations and sales. In 1953, when Kurtin assumed Air Shippers' board chairmanship, Krause completed the span by taking over the presidency.

The years in between were hectic, characterized by a dogged determination to strike pay dirt in an idea. Development of wearing-apparel consolidations was fine, but the area of commodity potential was infinitely wider. Moreover, the company, still in its swaddling clothes, perceived a bonanza in the small-package business if it played its cards right. How that new concept worked out is underscored by Air Shippers' testimony before the Civil Aeronautics Board: it has placed more package units aboard domestic airliners than any other freight forwarder or airline cargo department. Revenue-wise, it ranks second among the domestic air freight forwarders. According to a study made by the company, its average shipment weighs 15 pounds, costing the firm 67¢ to handle—a cost, it is claimed, considerably lower than that of the airlines.

Shipments of fabrics and wearing apparel, which at one time accounted for virtually 100% of American Shippers' income, now comprise some 30% of the total—this in spite of the fact that its clients in that industry, including most of the country's leading chain and department stores, have risen into the hundreds and still represent the firm's leading commodity. On this score, Krause said:

"American Shippers has a very low rate on its New York-to-Los Angeles movement. We handle thousands of pounds of fabrics and piece goods daily, consigned to the Southern California wearing-apparel manufacturers who receive this merchandise overnight and at rates comparable to what they formerly paid for surface transportation. It is no secret that if American Shippers and a few other forwarders did not offer such low rates, these shipments would still be moving by rail, truck, and even parcel post. The airlines would have been deprived of all this revenue-producing cargo."

While, as indicated above, shipments to and from manufacturers of wearing apparel have remained the company's most important single commodity even though it has dropped percentagewise

as a revenue-producer, it is not expected to stay on top much longer. According to Jerry Miles, shipments of advertising materials, including TV commercials, currently American Shippers' No. 2 commodity, are expected to displace wearing apparel from the No. 1 spot.

"This should come about by the end of 1956," Miles predicted.

Aircraft components comprise the firm's third most important commodity.

What has prompted the skyrocketing traffic of advertising materials? A good part of it is obvious. Advertising agencies normally work against deadlines, and what is a more effective guarantee of getting in under the deadline than air delivery? Mats, plates, layouts, artwork, filmed commercials have to make schedules. Lever Brothers' decision to rely on air cargo is another example.

Monthly Distribution

Approximately once a month, Lever has the problem of distributing sample products and related advertising materials to its 300 traveling representatives and office-based district sales managers. This problem has been transferred to American Shippers which has worked out a smooth-running continual operation. Multiply operations such as this one several score or more, and it is easy to figure out why Miles confidently anticipates the advertising industry's becoming American Shippers' best customer.

Miles, a wartime NATS pilot on both the Atlantic and Pacific runs, came to American Shippers via the all-freight airlines. His wartime friendship with several AVG flyers brought him after the war to National Skyways Freight Corporation, predecessor company of the Flying Tiger Line. From Tiger he drifted to Slick Airways, heading up its Eastern Division for four years. Then, a little more than three years ago, he transferred his executive know-how from Slick to the indirect air carrier.

Right-hand man to Miles is Sidney Kreps, who serves as Eastern regional manager. An industry pioneer as well, Kreps in the early days after the war was a partner in another airfreight forwarding organization. Kreps' opposite number on the West Coast is Robert Rex.

The firm is pointedly free from the expensive bogey of personnel turnover. A liberal and progressive profit-sharing program has had its desired effect on personnel initiative and kept resignations at an extremely low-minimum.

Krause, of course, keeps on top of everything, shuttling back and forth

from coast to coast, dropping in on accounts along the way. There is trust in the maxim that salesmanship wins the account and service keeps him. Back in the days when he was still vice president, Krause decided to go beyond the normal services of pickup, delivery, and transfer. He set up a Customer Service Department which handles inquiries, routing, tracers, and claims. Teletype and direct-wire services help to streamline this phase of the operation.

Reducing ground-handling time is a keynote that is constantly harped on, for bottlenecks on the ground often strip air cargo transportation of all or most of its inherent values—and this is about the best way to reconvert a shipper to pre-air methods of merchandise movement. American Shippers' Los Angeles terminal is an excellent model of an idea well carried out. An \$8,000 electric conveyor belt system extends along the dock outside the terminal, continuing into the warehouse, and running the full length of the structure. Aside from the significant fact that it does exactly what it is supposed to do—speed the handling of freight for dispatch to the airport—the conveyor system saves the Los Angeles terminal alone more than 300 man-hours per week.

The assembly of shipments from numerous different sources consigned to one purchaser has become an important function of the forwarding firm. Not only does this procedure benefit the consignee from the the dollar-and-cents point of view as well as from an assurance of on-time supply, but he has learned to rely on American Shippers to provide what may aptly be called short-term warehousing facilities until assembly of all the small shipments has been completed. Among the firms currently reaping the advantages of American Shippers' assembly service are Helipot Corporation, South Pasadena, California; Republic Aviation Corporation, Farmingdale, New York; Grumman Aircraft Engineering Corporation, Bethpage, New York; McDonnell Aircraft Corporation, St. Louis, Missouri; Kaiser Metal Products, Bristol, Pennsylvania; Canadair, Montreal, Canada; Glenn L. Martin Company, Baltimore, Maryland; Buick-Oldsmobile-Pontiac Division, General Motors Corporation, Kansas City, Missouri; and Bendix Aviation Corporation, of the latter city.

The passage of years and the steadily growing sales volume of the company have created an aura of harmony between the air carriers and itself. Krause insists on maintaining the harmonious climate through a sincere ef-

(Concluded on Page 21)

Freight Charges and The Industrial Traffic Manager

By D. B. BARRETT

*Traffic Director, Buick-Oldsmobile-Pontiac Assembly Division
General Motors Corporation*

AS JUST ONE of those "hard-headed and tight-fisted" industrial traffic people, I hope to watch with interest, and promote if possible, the advancement of air freight transportation.

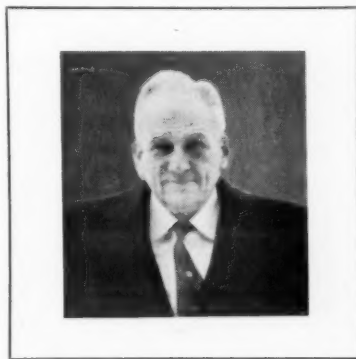
Although in some quarters it was expected that air cargo would grow considerably more than it has, we cannot be very critical of a twentyfold expansion in the past 10 years. This was the first 10 years of the industry as such and there were severe shortages of aircraft; those which were available were rebuilt or adapted from passenger types. Although improvements have been made, the industry is still using the converted type originally designed for passenger service. The military services have been the developers of new aircraft types which primarily have been designed for their purposes, such purposes now include large volume freight handling.

Aircraft

It is expected that in the near future military-designed aircraft will be even more adaptable to commercial freight service because of the increasing interest in freight needs of the military and because of larger aircraft and improved power plants. Jet-powered freight aircraft are not far away from commercial service. In addition, high capacity helicopters may soon be available for feeder-line operations. These developments should properly be integrated between the civilian and military factors not only to produce the lowest cost facilities and operations, but so that our national defense and commercial activities can be closely coordinated.

Looking at total freight possibilities through air cargo glasses, there appear to be three general types of shipments.

One is the emergency shipment which must move in the fastest possible manner regardless of cost and via any medium capable of doing the job. Such shipments will probably always move by air, size and weight permitting. Another type is the low-cost, high-volume shipment, such as coal or ore, which



D. B. Barrett

will probably not move by air for a long, long time, if ever.

Between these two lies the broad field of endeavor for air cargo. The emergency shipments do not provide proper nourishment for normal or improved growth, the bulk shipments can hardly be hoped for; therefore, what is needed to promote a spiraling growth is a steady flow of materials which can be moved economically by air as a regular practice.

The economic part of this steady flow is highly important. I believe that all industrial traffic managers are born with a dread of having to pay any premium for transporting any shipment

except in times of emergency—and we try to control emergencies as best we can. Total costs should be considered. Such costs as warehouses, inventories, material handling, packing and desired speed must be considered in connection with the direct cost of air cargo. With these costs to compare with total costs of other media, some areas of choice are presented to the traffic manager.

The scheduling of high-volume production is a complicated job which involves transportation more so today than ever before. This is evident in the increasing number of times transport is required from sources of material to delivery of finished products, and also in the required closer gearing of transportation to production and distribution cycles. Thus, a complete understanding of transportation—with the tangent factors—is required to determine the actual economics of air cargo or its potential use in any particular situation.

Reversed Trend

From the inception of commercial air cargo until a couple of years ago, the trend of costs of operation and resultant freight charges was downward. This trend was not in accordance with the general transportation pattern. The unusual air cargo trend apparently was the result of the many effected improvements usually possible in a new industry. Recently, however, these costs and freight charges have started to rise in a manner similar to the costs and charges for other modes of transportation. This could well indicate that air cargo has now reached its economic level relative to the other media of transport. It would seem that this relationship will continue unless further

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areas for drastic improvement are developed. This, to me, is the challenge to air transport. Failure to develop marked improvement in the air cargo field can only result in the stagnation of air freight transportation.

A recent statement by one of the larger airlines indicated that in 1954 over 500 million ton-miles of total available lift provided by its fleet of cargo and combination aircraft was unsold, and this represented about three times the volume actually carried. Load factors of the air carriers which I have used in 1954 ranged between 25% and 65%; in 1955, I understand, they were slightly higher. Despite these low load factors in 1954 and the fact that these

carriers serve our plant locations, during this same period I experienced repeatedly a lack of airlift capacity to cover our emergency shipments.

Any part of the unsold or wasted airlift which can be saved will provide benefits to both carriers and shippers. Unsold capacity is costly and produces no revenue. It cannot be stored or salvaged for use on another day.

An airline has recently petitioned the Civil Aeronautics Board to amend the minimum air freight rate order to permit a one-year experiment with so-called "deferred air freight." The service planned would be air cargo service, slower and cheaper than regular air freight or air express, but more

expensive and faster than the fastest present surface transportation. It is interesting to note that a 500-pound minimum weight per shipment is proposed, but it is more interesting to note that each shipment must be spread over five consecutive shipping days with not less than 15% nor more than 25% of the total weight transported on any one day. This is an attempt to match scheduled lift capacity with tonnage available from shippers who can schedule shipments over at least a five day period.

Another airline has recently proposed reduced rates based on large-volume shipments. Some of the minimum weights range high enough to prohibit the loading of single shipments on or in one aircraft of the type available today. These approaches are basically the same and are an effort to match lift capacity to tonnage offered with enough advance notice so that schedules can be planned efficiently. It is apparent that these efforts to reduce rates and more fully load aircraft on each trip are in the right direction to provide higher load factors and improved overall revenues.

Another development is the institution of directional rates. Such rates have already added tonnage in the West-to-East and South-to-North directions which normally are less productive than their opposites. Directional rates are restricted as to commodities and because of the lower costs to shippers have developed enough additional air freight business to indicate satisfactorily that lower rates do attract additional tonnage.

Quantity Buyers

To avoid statistics which can be misleading or which might require a great deal of explanation, the position of shippers who purchase large quantities of transportation by air as well as by other media perhaps can be exemplified by our experience. On a per-ton-mile basis, air cargo costs us from seven to nine times the average cost of all other media which we use. Admittedly, savings in tangent factors can help reduce overall transportation costs, but with the large volume of freight which we move, even a small percentage increase in our freight cost is extremely important. As of today, therefore, our only air cargo shipments are those of an emergency nature. Aircraft should soon be available to permit reduced air cargo rates, and I believe that in such event the flow of regularly scheduled air freight shipments will increase almost directly as rates are decreased. • • •

AMERICAN SHIPPERS

(Continued from Page 18)

fort to cooperate with the airlines. As a matter of fact, Jerry Miles' airline experience has worked to American Shippers' advantage, bringing with it a knowledge of the airline point of view and a calm understanding of the latter's own problems. While working incessantly to bring his firm's performance to increasingly new highs, American Shippers' president will be among the first to pay tribute to the air carriers.

"American Shippers can go only so far," he said. "We rely on the proven efficiency of the air carriers to perform the actual airport-to-airport transport of the goods. They are doing a tremendous job in making available to the shipping public the best in air equipment."

Any industry veteran knows that the throwing around of bouquets is an infrequent occurrence, more nearly a hidden quantity. Recognition of a service in this area is probably best interpreted through the frequent calls Krause and other of his executives receive from airline personnel suggesting that they handle this or that account because "they can't handle our minimum charge" or "we don't serve that city."

Miles has contributed not a little to this rapport. With the completion of each year's business he has submitted to each airline an analysis of the shipments and revenues Air Shippers has produced for it during the past 12 months. The requirement is of his own making, seeking to emphasize that air freight forwarding and airline service combine to pave a two-way street.

Now Krause has his weather eye on the international field. Long ago he had set up an International Department, but the accent has been on domestic air shipping.

"The next few years," he stated, "will prove that today's international

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air shipping is merely an infant beginning in this vast field."

And when that phase has been developed to its full potential, Krause added, "American Shippers will be foremost in leading the way."

Which may be interpreted to mean that Krause and his lieutenants are beginning to gird themselves for a big slice of the overseas business. • • •

CAB

(Continued from Page 10)

fic between Pittsburgh and Atlanta, Mobile, Birmingham, and New Orleans. (2) Turned down the application to add Paducah to its route.

Ozark: Authorized to provide service to Paducah for three-year period ending December 31, 1958.

Riddle: (1) Authorized for a five-year period to haul cargo between the terminal point Boston and Miami, via New York, Philadelphia, Baltimore, Washington, D. C., Richmond, Jacksonville, Palatka, Lakeland, Orlando, Tampa-St. Petersburg,

Sarasota, Fort Myers, Fort Pierce, Stuart, and West Palm Beach; between Miami and Chicago, via West Palm Beach, Stuart, Fort Pierce, Fort Myers, Sarasota, Tampa-St. Petersburg, Orlando, Lakeland, Palatka, Jacksonville, Atlanta, Louisville, Indianapolis, Cincinnati, and Columbus; also beyond Columbus to Detroit, via Cleveland. (2) Authorization includes the right to haul air express. (3) Decision on the application to carry mail is deferred.

TWA: (1) Tulsa and Oklahoma City added to its Route 2. (2) Authorized to operate flights between Washington and Baltimore on the one hand, and Philadelphia and New York on the other, on the flights service Tulsa or Oklahoma City. (3) Certificate on Route 2 amended to include Denver as an intermediate point. TWA is restricted from serving this city on flights serving Kansas City or St. Louis, and limited flights serving Denver on the one hand and Los Angeles, San Francisco, or Oakland on the other, by requiring them to originate or terminate at Chicago or points East.

U. S.: Application for renewal of the temporary all-cargo authorization issued to the airline in 1949 was denied.

United: Certificate for Route 1 amend-

ed by adding Kansas City (Missouri) between the intermediate points Omaha and Des Moines. The airline is restricted from serving Kansas City on flights serving Denver or Chicago.

South Pacific Airlines has been authorized to engage in air transportation between Hawaii and the Society Islands, via Christmas Island, for a five-year period. There will be at least one scheduled round trip per week. SPA also has been authorized to operate irregular and charter flights between any two points bounded in an area by 165 degrees east longitude, 30 degree north latitude, 130 degrees west longitude, and 15 degrees north latitude, including Hawaii, Netherlands New Guinea, Territory of New Guinea, and Papua. British flying boats will be used.

Central Airlines has been granted a new route linking Fort Smith, Arkansas with St. Louis, via the Arkansas cities of Fayetteville and Harrison. There will be two daily round trips.

North Central Airlines has won a permanent certificate covering all its routes with the exception of the recently awarded Chicago-Detroit segment which is being deferred pending a court appeal by an unsuccessful applicant in that route's case. NCA serves 43 cities in six states.

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TAN airlines

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MILITARY AIRCRAFT

(Continued from Page 15)

ing helicopter. It can transport 40 passengers. Another bigger, more powerful helicopter, the YH-16B, is in the offing. Designed to carry 54 passengers, it is expected to be the production version of the Turbo-Transporter.

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43 Descriptive material on the Mohawk Midgetape, pocket-sized, battery-operated tape recorder, which has been found by traveling business executives to be extremely useful in a variety of ways. Will record important data, dictated letters, conferences, etc.

44 Here's a handy little currency conversion calculator, together with another calculator for weights and measures. Excellent for the shipper.

45 A well-known international freight forwarding firm is offering an eight-inch plastic ruler. Good pocket-size.

46 Case histories of bulk packaging are illustrated in a newly issued brochure. Cites specific benefits and economies which have resulted from adopting "king-sized containers."

47 Air Express International Corp.'s new memo tariff which lists 50,000 air cargo rates to all world destinations. Reputed to cover a wider range of commodities than any other carrier.

48 Ask for Air France's tariff showing reduced specific commodity rates.

49 Booklet describing the air freight services jointly offered by KLM Royal Dutch Airlines and American Airlines.

50 We recommend this handsome 64-page booklet, *Picture of an Airline*, which gives you the complete story of one of the world's top international air carriers, KLM Royal Dutch Airlines. Well-illustrated.

51 Available for group showings is United Air Lines' new color-sound motion picture, *Points East*, which offers an interesting cross-section of the Eastern United States.

52 *How to Get the Most Out of Your Trip*, is the title of a series of seven pocket-sized booklets which will tell the traveler how to get the most out of his trip. The booklets cover the countries of Panama, Colombia, Ecuador, Peru, Bolivia, Chile, and Argentina.

53 Available to shippers, Seaboard & Western Airlines' North Atlantic Air Freight Tariff Memo.

54 Information on Varig's air service to the Caribbean and Brazil.

55 Interesting booklet on Fanfold, a new paperboard product for custom packaging. Presents the answer to numerous packaging problems of shippers.

56 Here is a new bulletin which specifies the advantages of Raymond's heavy-duty electric Reach Fork Truck.

57 Want to know about international air parcel post? Ask for *How to Make Your Business World Bigger*.

58 Attractive, four-color folder describing in detail the new KGA51 series of industrial lift trucks with Yale Torque Transmission.

59 New six-page bulletin describing Baker-Raulang's line of battery-powered fork trucks.

New Items This Month

It is the policy of the editors to retain each *Come 'n' Get It* item for a period of three months.

The items added this month are numbers 143 to 160 inclusive.

60 Here's the first of a series of "fact folders" designed to help in the selection of the right materials handling equipment for specific operations. This one is on Towmotor's new 500 Series of fork lift trucks.

61 Wall-size map of the United States in color showing TWA's air cargo routes, including interline points. Inset also shows the airline's overseas routes. Excellent for all shippers.

62 Leatherette-bound *Memorandum Tariff and Destination Guide* of Pan-Maritime Cargo Service, Inc., containing information on documentary requirements of various countries as well as a comprehensive schedule of lower-than-airline cargo rates to all destinations.

63 Want to receive an interesting monthly bulletin devoted to current news of the air charter market? Concise, newsy, and loaded with information for all individuals concerned with the effective transportation of merchandise.

133 Quick Reference Air Freight Shipping Guide No. 1 of Airwork Ltd.

134 Another in REA's excellent series on air express, this one titled, *A Study of Handwriting and Air Express*.

135 *Germany*—a calendar of events in that country, covering the period ending April, 1956.

136 Shippers will find interest in the Port of New York Authority's new brochure, *A New Service for You*, which describes the Authority's various services for air shippers.

137 *The Magic Web*—the story of how the network of 150,000 miles of controlled airways has set a record in safety despite increasing numbers of aircraft in the sky.

138 Twelve-page catalog illustrating different models of two-wheel and platform trucks, dollies, and casters. Includes application photos and specifications.

139 Pan Am's excellent 16-page illustrated booklet providing various facts on international air shipping. Recommended to all types of shippers.

140 Bulletin on the Power Ox Model PO-40 electric hi-lift platform truck, a walking-type, battery-powered unit designed to speed the moving and stacking of any type of load that can be carried on a platform.

141 Bulletin on a straddle-type tiering truck in 4,000-pound capacity, designed to operate in narrow aisles.

142 Japan Air Lines' newly revised and up-to-date *Quick Reference Guide* for shippers. Features rate information, both general and specific; what the shipper should know about shipping over the Pacific; etc.

143 A new four-page folder of interest to the user of industrial trucks—*How to Figure Your Industrial Truck Costs*.

144 Catalog sheet illustrating and describing Ellwell-Parker's complete line of power industrial trucks.

145 Specification sheet of the Hyster TC-200, 20,000-pound capacity fork lift truck.

146 Shipping to the South Pacific? Ask for Qantas' air cargo rate folder, which also includes pertinent information on shipping by air, destinations, etc.

(Continued on Next Page)

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156 157 158 159 160

Place a circle around your selection.

147 Descriptive folder on a round steel strapping machine which will tension, tie, and cut round steel strapping in a single operation, with no seals required.

148 *The Signode Seal*, a helpful publication for those concerned with better packaging, shipping, and handling.

149 Six case studies which show how typical firms, both large and small, have sharply reduced costs of gathering and assembling paper forms with a collating machine.

150 *Cleared for Take-Off*, a behind-the-scenes story of United Air Lines' operations. Fascinating illustrations.

151 *The Development of a Domestic Economy*, a 20-page illustrated study of the rise of internal industry in Brazil, the growth of her cities, and the extension of the economy inland.

152 A new brochure describing steel strapping equipment suitable for tying for shipment products weighing up to 100 pounds.

153 Brochure well illustrates two models of steel strapping machines particularly useful in strapping light packages weighing up to 75 pounds.

154 Attractive brochure of particular interest to the small business man who is interested in getting his mail out fast, efficiently, and economically.

155 How accurate are your mailing scales? Here's an effective brochure which describes and illustrates the precision scales of one manufacturer.

156 Descriptive information on the Lite-N-Tuff hand truck, especially designed to reduce the effects of load jar on fragile cargo when moving over rough ground, jumping curbs, etc.

157 Information on the line of Rapistan galvanized steel channel Rapid-Wheel and Rapid-Roller gravity conveyors.

158 Complete data on a newly developed aluminum conveyor that handles materials heavier than its own weight.

159 Latest issue of *Handling Materials Illustrated*, which features interesting case histories of successful materials handling operations at various types of firms.

160 Air freight tariff of Frank P. Dow Company, Inc., Pacific Coast consolidation firm.

United States Airlines

ASA: Charles J. O'Brien elevated to the post of Panamanian regional sales manager . . . Robert Trefer named station manager at Panama.

National: Joseph McGuinness, New Jersey sales manager, promoted to New York city sales manager . . . William Johnston, New York City sales representative, succeeds McGuinness in his old post.

Seaboard & Western: Alastair Thomson (ex-BOAC) appointed to the newly created post of commercial manager.

United: James J. Davin named district sales manager in the Pittsburgh area.

Western: Ken Smith appointed director of public relations . . . John M. Bergman named new bureau manager.

Foreign Airlines

Air France: Vincent O'Connell appointed Eastern District passenger sales manager.

BOAC: Lord Rennell of Rodd succeeds Whitney Straight as deputy chairman . . . A. Leslie Valder, Washington District

sales manager, appointed sales manager for Scotland . . . R. A. C. Hanson, Pakistan sales manager, fills Valder's old slot . . . Richard Dudley, Chicago manager, goes to Trinidad as sales manager for the Caribbean area, while W. J. Reardon Shepherd, formerly sales manager for South America, moves to Chicago.

Japan: Nobuo Matsumura, director of traffic and sales for the American Region, takes on the additional job of district manager in San Francisco . . . Joe Leonard (ex-TWA and Lufthansa), well-known cargo figure, appointed to Chick Holden's cargo staff in the New York area.

Aircraft & Equipment

Fairchild: Marion Maxfield (ex-Hughes) named assistant director of customer relations.

Minneapolis-Honeywell: C. L. (Chick) Davis, former Air Materiel Command official, appointed manager of planning for the Aeronautical Division.

Pratt & Whitney: David R. Anderson and George F. McDonough elevated to the respective offices of vice president-controller and vice president-industrial relations.

Materials Handling

Howe Scale: Edmund L. Fitch appointed sales promotion manager.

Yale & Towne: Paul R. Minich named general sales manager of the Materials Handling Division . . . John A. Baldinger named general manager of the Materials Handling Division . . . Roy L. Wolter returns to the Automatic Transportation Company Division as general manager . . .

Charles T. Schwarz appointed Chicago Branch sales manager.

Organizations

Air Transport Association: Frederick Davis appointed director of the Air Traffic Conference Enforcement Office.

Aviation Distributors & Manufacturers Association: New officers include R. S. Northington, president; J. Turner Moore and Francis L. Hine, vice presidents; and E. M. Eickmann, Paul A. Kennedy, George E. Tucker, and E. C. Zug, directors.

Conveyor Equipment Manufacturers Association: E. E. Boberg succeeds Jervis C. Webb as president. Other officers: J. H. Walker, vice president; Adrian W. Rich, treasurer; H. E. Murken, secretary; R. Y. MacIntyre and F. J. Shude, directors. R. C. Collenberger was reelected executive vice president.

United States Airlines

Flying Tiger Line: An October total of 6,301,635 freight ton-miles represented a gain of 92% over the same month in

1954, and 25% above the September figure. For the first 10 months of 1955, a total of 47,997,435 ton-miles was flown, in contrast to the 30,574,475 ton-mile figure for the January-October, 1954 period.

Pan American: With 736,912 pounds (Concluded on Page 34)



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CONGRATULATIONS

National: Joseph McGuinness, New Jersey sales manager, promoted to New York city sales manager . . . William Johnston, New York City sales representative, succeeds McGuinness in his old post.

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AIR SHIPPING

[REG. U. S. PAT. OFF.]

International Airline Cargo Rates (including U. S. possessions and territories)

Air cargo rates quoted in this section refer only to points served direct by carriers, or by transshipment aboard aircraft of the same company. Interline agreements among most carriers enable shippers to route their cargoes via connecting airlines to nearly every part of the world. Rates are based on prevailing tariffs, airport to airport (see note). Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart. Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

ACG—Anchorage	MEX—Mexico City
BAL—Baltimore	MIA—Miami
BGR—Bangor, Me.	MKE—Milwaukee
BUJ—Beaumont, Tex.	MSP—Minneapolis-St. Paul
BOS—Boston	MOB—Mobile
BRO—Brownsville, Tex.	YML—Montreal
BTW—Burlington, Vt.	MSY—New Orleans
CHS—Charleston, S. C.	LGA—New York (La Guardia)
CHI—Chicago	IDL—New York (Idlewild)
CVG—Cincinnati	
CLE—Cleveland	EWK—Newark
CRP—Corpus Christi, Tex.	ORF—Norfolk
CTB—Cut Bank, Mont.	NLD—Nuevo Laredo, Mex.
DEN—Denver	OAK—Oakland, Calif.
DTW—Detroit	OMA—Omaha, Nebr.
DLH—Duluth	PDK—Paducah, Ky.
ELD—El Dorado, Ark.	PIA—Peoria, Ill.
ELP—El Paso	PHL—Philadelphia
EVV—Evansville, Ind.	PIT—Pittsburgh
FWA—Fort Wayne, Ind.	PDX—Portland, Ore.
FTW—Fort Worth	PVD—Providence
GFK—Grand Forks, N. D.	YOY—Sydney, N. S.
GRW—Greenwood, Miss.	STL—St. Louis
BDL—Hartford	PIE—St. Petersburg
HAV—Havana	SLC—Salt Lake City
HOT—Hot Springs, Ark.	SAT—San Antonio
HOU—Houston	SFO—San Francisco
HNL—Honolulu	SAV—Savannah
IND—Indianapolis	SEA—Seattle
JAN—Jackson, Miss.	SHV—Shreveport, La.
JAX—Jacksonville	GEG—Spokane, Wash.
MKC—Kansas City, Mo.	SGF—Springfield, Mo.
KIN—Kinston, Jam.	TPA—Tampa
LRD—Laredo	HUF—Terre Haute, Ind.
LIT—Little Rock, Ark.	TOL—Toledo, Ohio
LAX—Los Angeles	YTO—Toronto, Ont.
MEM—Memphis	VVR—Vancouver, B. C.
	DCA—Washington D. C.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AS—Aerovias Sud Americana
AV—Avianca
B—Brasir International Airways
BO—British Overseas Airways Corp.
BZ—Brazilian International Airways REAL System
C—Colonial Airlines

E—Eastern Air Lines
EL—El Al (Israel Airlines)
I—Icelandic Airlines
IB—Iberia Air Lines of Spain
J—Japan Airlines
K—KLM Royal Dutch Airlines
LI—Linee Aeree Italiane (Italian Airlines)
LU—Lufthansa German Airlines
LV—Lineas Aeropostal Venezolana
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Panagra
Q—Qantas Empire Airways
R—Riddle Airlines
RN—RANSA
S—Sabena Belgian Airlines
SS—Scandinavian Airlines System
SW—Seaboard & Western Airlines
SR—Swissair
T—Trans-Canada Air Lines
TA—TACA International Airlines
TL—Transocean Air Lines
TN—TAN Airlines
TW—Trans World Airlines
U—United Air Lines
V—VARIG Airlines
W—Western Air Lines

SPECIAL NOTES

COMMODITY RATES: Apply to airlines.

FREIGHT OVER 1,000 POUNDS—Apply to airline for rates.

AF: Valuation charge is applicable only on shipments equal to or more than \$7.48 per pound.

L: Shipments of less than 22 lbs. are sent air express.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

RATE SYMBOLS

- * This involves onward carriage by another airline.
- ** Per \$100 (Canadian Currency) value, pro-rata.
- † Minimum charge for this shipment is that for 25 lbs.
- ‡ Rate of 25 lbs. or less.
- § Minimum weight 50 lbs.
- Per hundredweight.
- Minimum charge per shipment \$3.00.
- Minimum charge per shipment \$4.00.
- Minimum charge per shipment \$7.00.
- Minimum charge per shipment \$8.00.
- c Canadian Currency.
- d Daily freighter service.
- m Minimum charge under 100 lbs.
- tm Truck to Miami.

RATES (See Note)

Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Amsterdam (Cont'd)	YML BO	1.12	.84		
"	IDL P	1.17	.88		Dly ex. Th
"	BOS P	1.17	.86		Dly ex. Th
"	IDL SS	1.17	.88		Dly
"	LAX SS	1.43	1.13		M,W,Sa
"	IDL SR	1.17	.88		Dly except M
"	IDL AF	1.17	.88		Dly
"	BOS AF	1.15	.86		
"	CHI AF	1.22	.90		
"	YML AF	1.12	.85		
"	IDL K	1.17	.88		Dly
"	YML K	1.12	.84		Su,W,Sa
"	IDL SW	.97	.78		
Anchorage, Alaska	SEA NW	.23	.17		Dly
"	MSP NW	.41	.31		Dly
"	IDL NW	.52	.39		Dly
"	CHI NW	.44	.33		Dly
Antigua, B.W.I.	IDL P	.34	.26		Dly
"	MIA P	.25	.19		Dly
"	MIA BO	.25	.19		Dly
"	IDL BO	.34	.26		M,W,Sa
"	YML BO	.39	.30		
Antilla, Cuba	MIA P	.20	.15		Dly
Antofagasta, Chile	MIA P	1.13	.85		M,Th,F
"	MSY P	1.19	.90		Su,W,Th
"	HOU P	1.22	.92		Th,Sa
"	BRO P	1.22	.92		Th,Sa
"	LAX P	1.36	1.02		Su,Th
Antwerp, Belgium	IDL S	1.17	.88		Dly except M
"	IDL BO	1.18	.88		Dly
"	BOS BO	1.16	.87		T,Th
"	YML BO	1.13	.85		Su,T,W,Sa
Aracaju, Brazil	IDL P	1.25	.94		Dly
"	MIA P	1.18	.88		W,Sa
"	MSY P	1.53	1.53		T,Th
"	HOU P	1.68	1.68		Su,W
"	BRO P	1.60	1.60		T,Th
"	LAX P	1.90	1.90		M,W,F
"	MIA BZ	1.17	.84		T,Th,Sa
"	IDL V	1.55	1.55		W,Sa
Araguari, Brazil	MIA BZ	1.13	.80		T,Th,Sa
Arecibo, P. R.	MIA R	1.15	.12		Dly
"	IDL R	.22	.20		Dly
Arequipa, Peru	MIA P	1.00	.75		Su
"	MSY P	1.07	.80		Su
"	HOU P	1.09	.82		Su
"	BRO P	1.09	.82		Sa
"	LAX P	1.22	.92		Th
Arica, Chile	MIA P	1.07	.80		Su
"	MSY P	1.12	.85		Su
"	HOU P	1.16	.87		Sa
"	BRO P	1.16	.87		Sa
"	LAX P	1.22	.92		Su
Armenia, Colombia	MIA AV	.54	.41		M,T,W,F,Su
"	IDL AV	.64	.48		Su,T,W,Th,Sa
"	MSY P	.60	.45		Su,W
"	HOU P	.63	.48		Su,W
"	BRO P	.63	.48		M,Th,Sa
"	LAX P	.77	.58		Su,T,Th
Aruba, N.W.I.	MIA K	.30	.22		Dly
"	YML K	.45	.35		Dly
"	MIA RN	.30	.23		Th
Asmara, Eritrea	IDL BO	2.07	1.56		.25 Dly
"	BOS BO	2.06	1.54		.25 Dly
"	YML BO	2.03	1.52		
"	IDL SR	2.08	1.55		.25 Dly except M
Asuncion, Paraguay	BRO B	1.49	1.12		.40 M,F
"	CHI B	1.50	1.13		.40 M,F
"	CRP B	1.49	1.12		.40 M,F
"	DAL B	1.50	1.13		.40 M,F
"	FTW B	1.50	1.13		.40 M,F
"	HOU B	1.49	1.12		.40 M,F
"	LRD B	1.55	1.16		.40 M,F
"	MIA B	1.39	1.04		.40 M,F
"	SAT B	1.50	1.13		.40 M,F
"	MIA BZ	1.29	.95		.20 T,Th,Sa
"	IDL P	1.47	1.11		.Th
"	HOU P	1.49	1.12		.Th W,F
"	BRO P	1.49	1.12		.Th
"	LAX P	1.39	1.04		.Th
"	MIA P	1.39	1.05		.Dly
Athens, Greece	IDL LI	1.61	1.21		.40 M,W,F
"	BOS LI	1.59	1.19		.40 F
"	IDL BO	1.61	1.21		.25 Dly
"	YML BO	1.56	1.17		
"	BOS BO	1.59	1.19		.25 Dly
"	IDL AF	1.61	1.21		.40 Su,T,W,F
"	BOS AF	1.59	1.19		.40 M,F
"	CHI AF	1.66	1.26		.40 W,Su
"	YML AF	1.56	1.17		.40 W,Su
"	IDL K	1.61	1.21		.20 M,W,F
"	YML K	1.56	1.17		.25 Su,W,Th
"	IDL EL	1.61	1.21		.25 Su,T,F
"	IDL SS	1.61	1.21		.25 Dly
"	LAX SS	1.87	1.46		.40 M,W,Sa
"	IDL TW	1.61	1.21		.40 Dly except Sa
"	CHI TW	1.66	1.26		.40 Dly
"	PHL TW	1.62	1.22		.40 Dly except Sa
"	MKC TW	1.73	1.32		.40 Dly
"	LAX TW	1.87	1.46		.40 Dly

Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Aalborg, Denmark	IDL SS	1.23	.93		Su,T,Th
"	LAX SS	1.51	1.19		M,W,Sa
Abadan, Iran	IDL SS	1.97	1.47		T,Th
"	BOS BO	1.95	1.46		
"	YML BO	1.93	1.45		
"	IDL BO	1.97	1.47		
Abidjan, Ivory Coast	IDL AF	1.78	1.33		.40 T,Sa,M,W
"	BOS AF	1.76	1.33		.40 Sa
"	CHI AF	1.94	1.39		.40 W,Sa
"	YML AF	1.74	1.31		.40 W,Sa
Abo, Finland	IDL SS	1.33	1.00		.40 Dly
Accra, Br. Gold Coast	IDL P	1.78	1.33		.40 Su,Th
"	BOS P	1.76	1.32		.40 Th
"	BOS BO	1.76	1.32		.40 Th,Sa
"	IDL BO	1.78	1.33		.40 Dly
"	YML BO	1.74	1.30		
"	IDL AF	1.78	1.33		.40 M,Th
"	BOS AF	1.76	1.32		.40 Sa
"	CHI AF	1.84	1.39		.40 W,Sa
"	YML AF	1.74	1.30		.40 W,Sa
Addis Ababa, Ethiopia	IDL BO	2.22	1.66		.40 Dly
"	BOS BO	2.20	1.65		.40 Th,Sa
"	YML BO	2.18	1.63		
Aden, Aden	IDL BO	2.20	1.66		.40 Dly
"	BOS BO	2.19	1.64		.40 Th,Sa
"	YML BO	2.16	1.62		
Ahmedabad, India	IDL BO	2.41	1.81		.40 Dly
"	BOS BO	2.39	1.80		
"	YML BO	2.37	1.78		

Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Ajaccio, Corsica	IDL AF	1.27	.96		.40 Dly except Sa
"	BOS AF	1.26	.96		.40 Sa
"	CHI AF	1.33	1.01		.40 W,Sa
"	YML AF	1.24	.93		.40 W,Sa
Albertville, Belgium Congo	IDL S	2.19	1.64		.40 Th,Sa
Alexandria, Egypt	IDL LI	1.64	1.23		.40 T
Algiers, Algeria	IDL TW	1.34	1.00		.40 Dly
"	IDL AF	1.32	.99		.40 Sa
"	BOS AF	1.32	.99		.40 Sa
"	CHI AF	1.39	1.06		.40 W,Sa
"	YML AF	1.30	.97		.40 W,Sa
"	BOS TW	1.32	.99		.40 T
"	CHI TW	1.39	1.06		.40 T
"	PHL TW	1.55	1.02		.40 T
"	MKC TW	1.47	1.11		.40 T
"	LAX TW	1.61	1.26		.40 M
"	IDL BO	1.34	1.00		
"	BOS BO	1.32	.99		.40
"	YML BO	1.30	.97		
Aleppo, Syria	IDL AF	1.79	1.34		.40 T,Th,Sa
"	BOS AF	1.77	1.33		.40 Sa
Amman, Trans Jordan	IDL BO	1.75	1.22		.40 T
"	BOS BO	1.73	1.30		.40
"	YML BO	1.71	1.28		
Amsterdam, Neth.	IDL S	1.17	.88		.30 Dly except M
"	IDL BO	1.17	.88		.30 Dly
"	BOS BO	1.15	.86		.30 Th,Sa
"	MIA BO	1.28	.98		.30 W,Sa

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	Un- der 100 Lbs.	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Un- der 100 Lbs.	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Un- der 100 Lbs.	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Athens (Cont'd)	BOS TW	1.59	1.19	40	M,Th	Barcelona (Cont'd)	IDL P	1.27	.95	40	T,Sa	Belem (Cont'd)	HOU P	.89	.67	30	T,Th
	IDL S	1.61	1.21	30	Su,T,F		BRO P	1.25	.94	40	T,Sa		BRO P	.86	.65	30	T,Th
	IDL SR	1.61	1.21	40	Dly except Sa		IDL SR	1.27	.95	40	Dly ex. M,W		LAX P	1.03	.77	30	T
Auckland, N. Z.	IDL SW	1.28	1.03	20			IDL SS	1.27	.95	40	M,F		IDL V	.94	.71	20	W,Sa
	LAX P	2.04	1.53	40	M,Th,Sa		LAX SS	1.53	1.21	25	M,W		IDL AL	.94	.68	15	F
	SFO P	2.04	1.53	40	M,Th,Sa		YML BO	1.27	.95	25	Dly		MIA BZ	.70	.52	15	T,Th,Sa
	PDX P	2.04	1.53	40	M,T,F		BOS BO	1.25	.94	25	Th,Sa		IDL BZ	.86	.63	15	
	SEA P	2.04	1.53	40	M,T,F		IDL K	1.27	.95	25	F,Sa,Su,T	Belfast, N. Ireland	IDL BO	1.08	.81	20	Dly
	SFO Q	2.04	1.53	40	M,W,F	Barcelona, Venezuela	CHI DC	52	35	15	Dly		YML BO	1.03	.78	20	Th
	YVR Q	2.04	1.53	40	Sa		YIP DC	52	35	15	Dly		BOS BO	1.06	.79	20	Th,Sa
	BOS BO	3.89	2.92	25	Th,Sa		HOU DC	49	34	15	Dly		IDL SS	1.08	.81	30	Dly
	IDL BO	3.91	2.93	25	Dly		MEM DC	49	32	15	Dly	Belgrade, Yugoslavia	IDL SR	1.52	1.14	60	Su,T,Th,Sa
	YML BO	1.12	.84				MSY DC	45	30	15	Dly		IDL BO	1.52	1.14	25	Dly
Baghdad, Iraq	IDL BO	1.93	1.45	25	Dly		IDL LV	51	39		Dly except M		YML BO	1.48	1.11		
	BOS BO	1.91	1.43	25	Th,Sa		MIA RN	41	31	15	W		IDL S	1.52	1.14	40	Th
	YML BO	1.89	1.42			Harranca, Bermeja, Col.	MIA AV	54	41	15	Dly ex. M,F	Belize, Br. Hond.	MSY TA	1.33	.16	20	W,Sa
	IDL K	1.93	1.45	20	M,W,F		IDL AV	54	41	15	Dly ex. M,F		MEX TA	.33	.24	10	W,Sa
	YML K	1.89	1.42	20	M,W,F		MIA P	60	45		Dly		IDL BO	.63	.48	15	F,Sa,Su
	IDL SS	1.93	1.45	40	W,F		MSY P	60	45		M,T,Th,F,Sa		MIA BO	.53	.40	15	W,Sa
	IDL AF	1.93	1.45	40	Su,T,W		BRO P	63	48		Su,W		PIE AS	.25	.14	Dly	
	BOS AF	1.91	1.43	40	Sa		HOU P	63	48		Su,W		MIA TN	.20	.15	15	M,Th
	YML AF	1.89	1.42	40	W,Sa	Harranquilla, Col.	MIA AV	39	20	15	Dly ex. M,F	Bello-Horizonte, Brazil	IDL P	1.35	1.02	40	Dly except M
	CHI AF	1.98	1.50	40	W,Sa		IDL AV	49	37	15	M,F		MIA P	1.35	1.02	40	T,Th,Sa
	IDL EL	1.93	1.45	25	Su,T,F		MSY P	45	34	20	M,F		MSY P	1.35	1.02	40	M,F
	IDL SR	1.93	1.45	20	Th,F		HOU P	48	37	20	Su,T,Th		HOU P	1.35	1.02	40	M,F
Bahrain, Arabia	IDL BO	2.04	1.53	25	Dly		BRO P	48	37	20	T,Th		BRO P	1.38	1.04	40	T,Th
	BOS BO	2.03	1.52	25	W,Sa		LAX P	63	47	20	M,W,F		LAX P	1.50	1.12	40	M,W,F
	YML BO	2.00	1.50				MIA K	39	29	15	M,Th,F		MIA BZ	1.28	.86	20	T,Th,Sa
Bakwanga, Bel. Con.	IDL S	2.34	1.75	40	Th,Sa		YML K	54	41	15	F		IDL BZ	1.44	.97	20	
Ballboa, Canal Zone	MIA P	.39	.20	20	Dly	Basankusu, Belgian Congo	IDL S	2.25	1.69	40	Su,Th	Berberati, F.E.A.	IDL AF	2.09	1.56	40	
	MSY P	.45	.34	20	Dly ex. M,F		IDL SR	1.24	.93	40	Dly ex. M,W		BOS AF	2.07	1.55	40	
	HOU P	.48	.37	20	Dly		IDL BO	1.24	.93	25	Dly		CHI AF	2.15	1.62	40	
	BRO P	.45	.37	20	Dly except Su	Basle, Switzerland	BOS BO	1.24	.92	20	Th,Sa		YML AF	2.09	1.53	40	
	LAX P	.61	.46	20	T,Th,Sa		YML BO	1.20	.90			Bergen, Norway	IDL BO	1.36	1.02	25	Dly
	BRO B	.48	.36	20	Su,M,Sa		IDL AF	1.24	.93	40			BOS BO	1.34	1.01		
	CRP B	.48	.36	20	Su,M,Sa		BOS AF	1.22	.92	40			IDL SS	1.24	.93		Dly except Sa
	DAL B	.51	.38	20	Su,M,Sa		CHI AF	1.30	.98	40		Berlin, Germany	LAX SS	1.30	.98	25	M,W,Sa
	FTW B	.51	.38	20	Su,M,Sa		YML AF	1.20	.90	20	Dly		IDL BO	1.30	.98	25	Dly
	HOU B	.48	.36	20	Su,M,Sa		IDL SS	1.24	.93	40	Dly		BOS BO	1.28	.97	25	W,Sa
	LRD B	.54	.41	20	Su,M,Sa	Basra, Iraq	IDL K	1.96	1.47	20	T,F		YML BO	1.26	.95		
	MIA B	.39	.20	20	Dly		YML K	1.92	1.44	25	Su		IDL AF	1.30	.94	40	Dly
	SAT B	.51	.38	20	Su,M,Sa		MIA BO	2.05	1.56	25	W,Sa		BOS AF	1.28	.97	40	F
	MSY TA	.45	.34	20	W,Sa		BOS BO	1.95	1.46	20	Th,Sa		CHI AF	1.36	1.03	40	
Bamako, Fr. W. Afr.	IDL AF	1.78	1.33	40	Th		YML BO	1.92	1.44				YML AF	1.26	.95	40	
	BOS AF	1.76	1.32	40	Sa		IDL TW	1.96	1.47	40	Su,T		BOS P	1.28	.97	40	Dly except Su
	CHI AF	1.84	1.39	40	W,Sa		PHL TW	1.98	1.49	40	Su,T		IDL P	1.31	.98	40	Dly except Su
	YML AF	1.74	1.30	40	W,Sa		CHI TW	2.02	1.52	40	Su,T		IDL SR	1.30	.98	40	Dly ex. M,W
Bangkok, Siam	IDL P	2.86	2.15	40	Dly except Th		LAX TW	2.09	1.58	40	Su,T		IDL SS	1.30	.98	40	Dly
	PDX P	2.77	2.08	40	Su,T,Th		IDL AF	2.23	1.73	40	M,Sa		LAX SS	1.57	1.23	40	M,W,Sa
	SEA P	2.77	2.08	40	Su,T,Th		IDL SR	1.96	1.47	40	Su,T	Bermuda	LGA C	.20	.15	10	Dly
	LAX P	2.77	2.08	40	M,W,F,Sa		IDL AF	1.27	.96	40	Dly except F		DCA C	.15	.10	10	Sa,M
	BOS P	2.99	2.25	40	Dly except Th	Bastia, Corsica	BOS AF	1.26	.95	40	Sa		IDL P	.20	.15	10	Dly
	SFO P	2.77	2.08	40	Su,T,Th		CHI AF	1.33	1.01	40	W,Sa		BOS P	.20	.15	10	Dly
	IDL SR	2.86	2.15	40	T,Th,Sa		YML AF	1.24	.93	40	W,Sa		YML T**	.25	.19	05	Su,W
	LAX SS	3.13	2.40	40	M,W,Sa	Batouri, F. E. A.	IDL AF	2.09	1.56	40			YTO T**	.25	.19	05	Su,W
	IDL AF	2.86	2.15	40	Sa		BOS AF	2.07	1.55	40			BOS BO	.20	.15	07	Th,Sa
	BOS AF	2.84	2.13	40	Sa		CHI AF	2.15	1.62	40			YML BO	.25	.19	07	Su,F,Sa
	CHI AF	2.92	2.20	40	W,Sa	Bayamo, Cuba	YML AF	2.05	1.53	40		Berne, Switzerland	IDL BO	.20	.15	07	Dly
	YML AF	2.82	2.13	40	W,Sa		MIA P	1.11	.07	Dly			IDL BO	1.24	.93	25	Dly
	IDL BO	2.86	2.15	33	Dly	Beirut, Lebanon	IDL AF	1.75	1.32	40	Su,T,W,F,Sa		YML BO	1.20	.90		
	BOS BO	2.84	2.13	33	Th,Sa		BOS AF	1.73	1.30	40	Sa		BOS BO	1.22	.92		
	YML BO	2.82	2.11				CHI AF	1.81	1.37	40	W,Sa		IDL SR	1.24	.93	40	Dly ex. M,W
	IDL K	2.86	2.15	33	Dly		YML AF	1.71	1.29	40	W,Sa	Birmingham, England	IDL BO	1.06	.80	20	Th,Sa
	YML K	2.82	2.11	27	W,Sa		IDL SS	1.75	1.32	40	W		IDL BO	1.08	.81	20	Dly
	IDL SR	2.86	2.15	40	Su,T,Th,Sa		LAX SS	2.02	1.57	M			YML BO	1.04	.78	40	
Bangui, Fr. Eq. Afr.	IDL S	2.30	1.72	40	T		IDL P	1.75	1.32	40	W	Bitam, F.E.A.	IDL AF	2.09	1.56	40	
	IDL AF	2.09	1.56	40	Sa		BOS P	1.73	1.30	40	M,W,F,Sa		BOS AF	2.07	1.55	40	
	BOS AF	2.07	1.55	40	Sa		IDL K	1.75	1.32	25	Dly except W		CHI AF	2.15	1.62	40	
	CHI AF	2.13	1.62	40	W,Sa		YML K	1.71	1.28	25	Su,W,Sa		YML AF	1.25	.95	40	
	YML AF	2.05	1.53	40	W,Sa		IDL BO	1.75	1.32	25	Dly	Blantyre, Nyasaland	IDL BO	2.09	1.57	25	Dly
Banville, Bel. Con.	IDL S	2.18	1.63	40	Su,Th		BOS BO	1.73	1.30	25	Th,Sa		BOS BO	2.07	1.55	25	W,Sa
Baracua, Cuba	MIA P	.18	.14	07	Dly		YML BO	1.71	1.28				YML BO	2.05	1.53		
Barbados, B.W.I.	IDL BO	.44	.33	15	Dly		BOS BO	1.73	1.30	25	Th,Sa	Blomfontein, So. Africa	IDL BO	2.17	1.63	25	Dly
	MIA BO	.40	.30				YML BO	1.68	1.26	25	M,W,F,Sa		BOS BO	2.13	.61	25	W,Sa
	YML BO	.40	.30				IDL SR	1.75	1.32	40	Dly ex. M,W	Bobo, Dioulasso, Fr. W. Afr.	IDL AF	1.78	1.33	40	W
Barcelona, Spain	IDL AF	1.27	.95	40	Sa,T,F	Belem, Brazil	IDL P	.80	.65	30	Su,T,W		BOS AF	1.84	1.39	40	W,Sa
	BOS AF	1.25	.94	40	Sa		MIA P	.79	.59	30	Su		CHI AF	1.74	1.30	40	W,Sa
	CHI AF	1.32	1.09	40	W,Sa		MSY P	.66	.65	30	Su,W		YML AF	2.05	1.53	40	W,Sa
	YML AF	1.22	.92	40	W,Sa												
	IDL IB	1.27	.95	25	M,W,F												
	IDL S	1.27	.95	40	Th,Sa												

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INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart
Rouville, Bel. Congo	IDL S	2.22	1.67	40	Th	Cairo (Cont'd)	IDL AF	1.75	1.32	40	T,W,Th,Sa	Cologne (Cont'd)	IDL P	1.21	.91	40	Dly
Rozota, Colombia	MSY P	2.22	1.67	40	Th	ROST AF	1.73	1.30	40	Sa	BOB P	1.19	.90	30	Dly		
"	IDL AV	64	48	15	M,T,W,F,Su	CHI AF	1.81	1.37	40	W,Sa	IDL BO	2.58	1.94	26	Dly		
"	MIA AV	54	41	15	Dly ex. Th,Sa	YML AF	1.71	1.28	40	W,Sa	IDL BO	2.56	1.92	25	Th,Sa		
"	PIE AS	50	28	23	Su,W	IDL K	1.75	1.32	25	Su,T,W,F	"	YML BO	2.54	1.91	40	Su,T	
Bombay, India	IDL BO	2.44	1.83	25	Dly	"	YML K	1.71	1.28	25	W	"	IDL TW	2.58	1.94	40	Su,T
"	YML BO	2.40	1.80			"	IDL SS	1.75	1.32	40	M,W,Sa	"	LAX TW	2.85	1.99	40	Su,M
"	BOS BO	2.42	1.81	25	Th,Sa	"	LAX SS	2.02	1.57	40	M,W,Sa	"	LAX TW	2.85	1.99	40	Su,M
"	CHI TW	2.50	1.90	40	Su,T	"	IDL TW	1.75	1.32	40	Dly except Sa	"	PHL TW	2.60	1.96	40	Su,T
"	IDL TW	2.44	1.83	40	Su,T	"	CHI TW	2.50	1.90	40	M	"	MKCT TW	2.71	2.04	40	Su,T
"	PHL TW	2.46	1.85	40	Su,T	"	BOS TW	1.73	1.30	40	M	"	IDL AF	1.59	1.19	40	T,Sa,Su
"	MKCT TW	2.57	1.94	40	Su,T	"	LAX TW	2.02	1.57	40	Dly	"	BOS AF	1.57	1.18	40	Sa
"	LAX TW	2.71	2.09	40	Su,M	"	PHL TW	1.77	1.33	40	Dly	"	CHI AF	1.65	1.25	40	W,Sa
"	IDL SR	2.44	1.83	40	Su,T,F	"	MKCT TW	1.88	1.42	40	Dly	"	YML AF	1.55	1.16	40	W,Sa
Bonair, N.W.I.	MIA K	30	22	15	Dly	"	IDL SR	1.75	1.32	40	Su,T,F	"	MIA P	1.17	.87	30	M,Th
Bone, Alg.	CHI AF	1.33	1.00	40	Su,T	"	IDL SW	1.64	1.10	30	T,Sa	"	MSY P	1.12	.82	40	M,Th
"	BOS AF	1.39	1.05	40	Su,T	"	IDL P	2.55	1.91	40	T,Sa	"	HOU P	1.25	.94	40	Su,W
"	AF	1.29	.97	40	Su,T	"	PDX P	3.04	2.28	40	M,W	"	BRO P	1.25	.94	40	Su,W
Bordeaux, France	AF	1.22	.91	40	Su,M,T,W,Sa	"	SEA P	3.04	2.28	40	M,W	"	LAX P	1.39	1.05	40	M
"	BOS AF	1.20	.90	30	Sa	"	SFO P	3.04	2.28	40	M,W	"	IDL SS	1.24	.93	40	Dly
"	CHI AF	1.27	.97	40	W,Sa	"	LAX P	3.04	2.28	40	M,W	"	LAX SS	1.51	1.19	40	M,W,Sa
"	YML AF	1.18	.88	30	W,Sa	"	IDL SS	2.56	1.92	40	T	"	IDL S	1.24	.93	40	Dly except M
"	IDL BO	1.22	.91	25	Dly	"	IDL K	2.56	1.92	20	T,Th,Su	"	IDL K	1.24	.93	20	Dly
"	BOS BO	1.20	.90			"	YML K	2.52	1.89	20	Th	"	YML K	1.20	.90	20	Su,W,Sa
Bonake, F.W.A.	YML BO	1.17	.88			"	IDL BO	2.52	1.92	20	Su,W	"	BOS P	1.23	.92	40	Su,T
"	IDL AF	1.78	1.33	40	Su,T	"	BOS BO	2.54	1.91	20	W,F,Sa	"	IDL P	1.25	.94	40	Su,T
"	BOS AF	1.76	1.32	40	Su,T	"	YML BO	2.52	1.89			"	IDL BO	1.24	.93	25	Dly
"	CHI AF	1.84	1.39	40	Su,T	"	IDL AF	2.56	1.92	40	Su,T,W,Sa	"	BOS BO	1.22	.92		
"	YML AF	1.74	1.30	40	Su,T	"	BOS AF	2.55	1.91	40	Sa	"	MSY P	1.12	.82	40	M,Th
Bonar, F. E. A.	IDL AF	2.09	1.56	25	Dly	"	CHI AF	2.62	1.93	40	W,Sa	"	IDL AF	1.24	.93	40	Su,M,Th,F
"	BOS AF	2.07	1.55	25	Dly	"	YML AF	2.52	1.89	40	W,Sa	"	BOS AF	1.22	.92	40	Sa
"	CHI AF	2.15	1.62	40	Su,T	"	IDL SR	2.56	1.92	40	T,Th	"	CHI AF	1.30	.98	40	W,Sa
"	YML AF	2.05	1.53	40	Su,T	"	IDL T	26	21	10	Dly	"	YML AF	1.20	.90	30	W,Sa
Brazzaville, Fr. Eq. Af.	AF	1.22	.91	40	Su,M,T,W,Sa	Calgary, Alb. Can.	IDL T	26	21	10	Dly	"	IDL S	2.25	1.69	40	Su,T,Th,Sa
"	BOS AF	1.20	.90	30	Sa	Cali, Colombia	MIA P	54	41	15	Dly	"	IDL AF	1.78	1.33	40	M
"	CHI AF	1.27	.97	40	W,Sa	"	IDL AV	64	48	15	Dly	"	BOS AF	1.76	1.32	40	Sa
"	YML AF	1.18	.88	30	W,Sa	"	MIA AV	54	41	15	M,T,W,F,Su	"	CHI AF	1.84	1.39	40	W,Sa
"	IDL BO	2.09	1.56	25	Dly	"	MSY P	60	45	20	Dly ex. Th,Sa	"	YML AF	1.74	1.30	40	W,Sa
"	BOS BO	2.07	1.55	25	Dly	"	HOU P	63	48	20	Dly	"	MIA P	39	30	20	Dly
"	YML BO	2.05	1.53			"	BRO P	63	47	20	Dly except Su	"	MSY P	45	34	20	Dly except W
"	IDL K	2.09	1.56	33	T,Sa	Cancun, Cuba	LAX P	77	57	30	W,F,Sa	"	HOU P	48	37	20	Dly
"	YML K	2.05	1.53	25	Sa	Campesche, Mexico	MIA P	12	09	10	Dly	"	BRO P	47	37	20	Su except Su
"	IDL SS	1.24	.93	40	Dly	"	MIA P	12	09	10	Dly	"	LAX P	61	46	20	M,W,F
"	LAX SS	1.24	.93	40	M,W,Sa	"	MSY P	25	19	10	Su,T,Th,Sa	"	MSY TA	45	24	20	W,Sa
"	IDL P	1.24	.93	40	M,Th,Sa	"	HOU P	30	23	20	Dly	"	IDL AV	64	48		Dly
"	BOS P	1.22	.92	40	Sa	"	MEX L	23	19	25	Dly	"	MIA AV	39	30		Su,T,W,Th,Sa
"	IDL K	1.24	.93	25	Dly	"	LAX P	1.34	1.00	40	Su,Th	"	BRO P	63	48		M,Th,Sa
"	IDL BO	1.24	.93	25	Dly	"	SFO P	1.34	1.00	40	Su,Th	"	HOU P	63	48		Dly
"	BOS BO	1.22	.92			"	PDX P	1.34	1.00	40	Su,Th	"	LAX P	77	58		Su,T,W,Th,Sa
"	YML BO	1.20	.90			"	SEA P	1.34	1.00	40	Su,Th	"	MIA P	39	30		Su,T,Th,F
"	IDL SR	1.18	.93	40	Dly ex. M,W	"	YVR P	1.34	1.00	40	Su,Th	"	MSY P	73	55	20	Su,T,Th
Bridgetown, Barbados	YML T	40	37	15	**W	Capetown, U.S. Af.	IDL BO	2.38	1.79	25	Dly	"	HOU P	76	57	30	Dly except Su
Brisbane, Aust.	YTO T	40	37	15	**W	"	BOS BO	2.36	1.77	25	Th,Sa	"	LAX P	76	57	30	Dly
"	IDL AF	3.44	2.58	40	F	"	YML BO	2.34	1.76			"	BRO P	76	57	30	Dly except Su
"	BOS AF	3.42	2.57	40	Sa	Caracas, Venezuela (See La Guaira)	IDL AV	56	43	15	Dly	"	LAX P	76	57	30	Dly
"	CHI AF	3.50	2.63	40	W,Sa	"	MIA AV	46	33	15	M,T,W,F,Su	"	MIA P	40	31	20	M,W
"	YML AF	3.40	2.55	40	W,Sa	"	MSX P	53	40		Su,W	"	IDL P	39	30	20	Su,T,W,Th,Sa
Brussels, Belgium	IDL S	1.17	.88	40	Dly except M	"	BRO P	55	42		M,Th,Sa	"	MIA K	30	23	15	Dly
"	IDL SW	1.17	.88	40	Dly	"	HOU P	55	42		Su,W	"	YML K	45	35	15	T,F
"	IDL SS	1.17	.88	40	Dly	"	LAX P	69	52		Dly	"	MIA RN	30	23	15	Th
"	LAX SS	1.43	1.13	40	M,W,Sa	Casablanca, Fr. Morocco	BOS AF	1.24	.93	40	Sa	"	IDL V	1.68	1.68	20	W,Sa
"	IDL AF	1.17	.88	30	Dly	"	IDL AF	1.26	.95	40	Dly	"	IDL P	1.68	1.68	40	Dly except M
"	BOS AF	1.15	.86	30	T,Sa	"	CHI AF	1.26	.95	40	Dly	"	MIA P	1.46	1.46	40	T,Th,Sa
"	CHI AF	1.23	.93	40	Su,T	"	YML AF	1.22	.92	40	W,Sa	"	IDL BO	1.41	.91	20	T,Th,Sa
"	YML AF	1.12	.84	30	Su,T	"	IDL S	1.26	.95	40	Th	"	HOU P	1.83	.83	40	T,Th,Sa
"	IDL K	1.17	.88	20	Dly	"	IDL BO	1.26	.95	25		"	BRO P	1.75	1.75	40	T,Th
"	YML K	1.12	.84	20	Su,W,Sa	"	BOS BO	1.24	.93	25		"	LAX P	2.06	2.06	40	M,W,F
"	IDL BO	1.17	.88	25	Dly	"	YML BO	1.22	.92			"	MIA BZ	1.31	.84	20	T,Th,Sa
"	BOS BO	1.15	.86			Catania, Italy	IDL LI	1.49	1.12	40	M,W,F	"	IDL BZ	1.47	.95	20	T,Th,Sa
"	YML BO	1.12	.84			"	IDL P	1.24	.93	20	Su,T	"	IDL BO	2.56	1.92	25	Dly
"	IDL SR	1.11	.83	30	Dly ex. M,W	"	MIA P	.63	.45		Su,T	"	YML BO	2.54	1.91	25	W,Sa
Bucaramanga, Colombia	MIA AV	54	41	15	Dly ex. Th,Sa	"	MSY P	.70	.53	20	Su,T	"	IDL BO	2.52	1.89		
"	IDL AV	64	48	15	Dly	"	HOU P	.73	.55	20	Su,T	"	IDL P	1.42	1.07	40	Su,Th
"	HOU P	63	48	20	Su,W	"	BRO P	.73	.55	20	Su,T	"	IDL AF	1.42	1.07	40	T,W,Th,Sa,S
"	LAX P	77	58	30	Su,T,Th	"	LAX P	.77	.66	30	T	"	BOS AF	1.40	1.05	40	Sa
Bucharest, Rumania	IDL SS	1.63	1.22		W	Cayo Mambi, Cuba	MIA P	.18	.14	10	Dly	"	CHI AF	1.48	1.12	40	W,Sa
"	YML T	1.59	1.20		W	Chetumal, Mexico	MIA P	.33	.25	10	Su,T,Th	"	YML AF	1.38	1.03	40	W,Sa
"	IDL SS	1.49	1.12		W	"	BRO P	.31	.24	20	M,Th,Sa	"	IDL BO	1.41	1.07	25	W,Sa
Budapest, Hungary	YML T	1.45	1.09			"	LAX P	.48	.36	20	M,W,F	"	BOS BO	1.40	1.05		
"	IDL SR	1.49	1.12	40	Dly ex. Su,T	Chittagong, Pak.	IDL BO	2.64	1.98	25		"	YML BO	1.38	1.04		
"	IDL S	2.19	1.64	25	Su	"	BOS BO	2.62	1.96			"	IDL SR	1.42	1.02	40	W
Buenos Aires, Argentina	IDL P	1.55	1.16	40	Dly	"	YML BO	2.59	1.95	20	W,F	"	IDL P	1.75	1.32	40	M,W,F
"	MIA P	1.47	1.11	40	Dly	Christiansand, Norway	IDL K	2.24	.93	20	W,F	"	PHL P	1.77	1.34	40	M,W,F
"	MSY P	1.53	1.15	40	M,F	"	YVR P	2.20	.90	20	W	"	IDL AF	1.75	1.32	40	W,Sa
"	HOU P	1.56	1.17	40	Su,W,Th	"	IDL SS	1.25	.94	25	M,Th,Sa	"	YVR AF	1.73	1.30	40	Sa
"	BRO P	1.55	1.16	40	Dly except Su	"	IDL S	1.24	.93	40	Dly	"	CHI AF	1.42	1.07	40	W,Sa
"	LAX P	1.69	1.27	40	W,F	"	LAX SS	1.51	1.19		M,W,Sa	"	YML AF	1.71	1.28	40	W,Sa
"	IDL V	1.55	1.16	20	W,Sa	C. del Carmen, Mexico	MIA P	.31	.24	20	Dly	"	IDL BO	1.75	1.32	25	Dly
"	BRO B	1.56	1.17	40	M,F	"	MSY P	.28	.21	20	Sa,Su,T,Th	"	YML BO	1.71	1.28		
"	CRP B	1.56	1.17	40	M,F	"	IDL P	.25	.21	10	Dly	"	BOS BO	1.73	1.30	25	Th,Sa
"	DAL B	1.59	1.20	40	M,F	"	MIA P	.15	.12	10	F	"	IDL SS	1.75	1.32	40	Su,F
"	FTW B	1.59	1.20	40	M,F	"	IDL V										

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)						
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	
Dhahran, Saudi Arabia	IDL TW	2.04	1.53	40	Su,T	Fiji Islands (Cont'd)	SEA P	1.71	1.28	...	T,Sa	Garoua, Cameroun	IDL	2.09	1.56	40	...	
"	CHI TW	2.10	1.58	40	Su,T	"	PDX P	1.71	1.28	...	T,Sa	"	BOS	2.07	1.55	40	...	
"	PHL TW	2.06	1.55	40	Su,T	"	SFO P	1.71	1.28	...	T,Th,T,Th,Sa	"	CHI	2.15	1.62	40	...	
"	MKT TW	2.17	1.64	40	Su,T	"	SFO Q	1.71	1.28	...	M,W,F	"	YML	2.05	1.53	40	...	
"	LAX TW	2.31	1.79	40	Sa,M	Florianopolis, Brasil	YVR Q	1.71	1.28	...	Su	"	IDL S	1.24	93	40	Dly except M	
"	IDL K	2.04	1.53	25	Su,T,F	"	IDL P	1.70	1.70	40	Dly except M	"	IDL SR	1.24	93	60	Dly ex. M,W	
"	YML K	2.00	1.50	27	Su	"	MIA P	1.48	1.45	40	T,Th,Sa	"	IDL SW	99	79	20	...	
"	IDL BO	2.04	1.53	25	Dly	"	MSY P	1.65	1.65	40	M,F	"	IDL BO	1.24	93	20	Dly	
"	BOS BO	2.02	1.52	...	...	"	HOU P	1.87	1.87	40	Su,T,Th	"	BOS BO	1.22	92	...	...
"	YML BO	2.00	1.50	...	...	"	BRO P	1.80	1.80	40	T,Th	"	IDL BO	1.20	90	...	...
"	IDL SS	2.04	1.53	40	M	"	LAX P	2.08	2.08	40	M,W,F	"	YML BO	1.20	90	...	...
"	IDL SR	2.04	1.53	40	...	"	IDL V	1.70	1.70	20	W,Sa	"	IDL SS	1.24	93	40	Dly	
Diego Suarez, Madag.	IDL AF	2.92	2.19	40	T	Fort Archambault, Fr. E. Afr.	IDL AF	2.09	1.56	40	T	"	LAX SS	1.51	1.18	40	M,W,Sa	
"	BOS AF	2.90	2.18	40	Sa	"	BOS AF	2.07	1.55	40	Sa	"	IDL AF	1.24	93	40	Dly	
"	CHI AF	2.98	2.24	40	W,Sa	"	CHI AF	2.15	1.67	40	W,Sa	"	BOS AF	1.22	92	40	Sa	
"	YML AF	2.88	2.16	40	W,Sa	Fort Dauphin, Mad.	YML AF	2.05	1.53	40	W,Sa	"	CHI AF	1.30	98	40	W,Sa	
Djambala, F.E.A.	IDL AF	2.89	2.16	40	F	"	IDL AF	2.87	2.15	40	W,Sa	"	YML AF	1.20	90	30	W,Sa	
"	BOS AF	2.01	1.55	40	Sa	"	CHI AF	2.93	2.20	40	W,Sa	"	IDL K	1.24	93	20	Dly	
"	CHI AF	2.15	1.62	40	W,Sa	Fort de France, Mar.	YML AF	2.83	2.11	40	W,Sa	"	YML K	1.20	90	30	W,Sa	
"	YML AF	2.05	1.53	40	W,Sa	"	BOS AF	2.85	2.14	40	Sa	"	IDL TW	1.24	93	40	Dly except Sa	
Dolisie, F.E.A.	IDL AF	2.09	1.56	40	M,F	Fort Lamy, Fr. E. Afr.	IDL AF	2.09	1.57	25	W,Sa	"	BOS TW	1.22	92	40	T	
"	BOS AF	2.07	1.55	40	Sa	"	BOS AF	2.07	1.55	25	Sa	"	CHI TW	1.20	98	40	Dly	
"	CHI AF	2.15	1.62	40	W,Sa	"	CHI AF	2.21	1.67	25	W,Sa	"	PHL TW	1.26	95	40	Dly except Sa	
"	YML AF	2.05	1.53	40	W,Sa	Fort William, Ontario, Can.	YML AF	2.05	1.54	25	W,Sa	"	MKT TW	1.37	1.04	40	Dly	
Donnia, Fr. W. Africa	IDL AF	2.02	1.52	40	Sa	"	IDL T	13	10	60*	10	"	LAX TW	1.51	1.18	40	Dly	
"	CHI AF	2.10	1.58	40	Sa	Fortaleza (Ceara), Brasil	IDL P	1.39	1.39	40	Dly except M	Georgetown, British Guiana	IDL IB	1.24	93	25	M,W,F	
"	YML AF	2.00	1.50	40	W,Sa	"	MIA P	1.23	1.23	40	T,Th,Sa	"	MIA P	56	43	20	Su,T	
Dublin, Eire	UL K	98	74	20	Su	"	MSY P	1.44	1.44	40	M,F	"	MSY P	49	37	20	Su,T	
"	IDL K*	1.03	77	22	Dly	"	HOU P	1.60	1.60	40	Su,T,Th	"	HOU P	56	43	20	Su	
"	IDL BO	1.03	77	20	Dly	"	BRO P	1.51	1.51	40	T,Th	"	BRO P	59	45	20	Th,Sa	
"	BOS BO	1.01	76	20	Dly	"	LAX P	1.72	1.72	40	M,W,F	"	LAX P	59	45	20	Su,Th	
"	YML BO	98	74	20	Dly	"	MIA BZ	97	63	20	T,Th,Sa	"	MIA K	49	37	15	Sa	
Durban, So. Afr.	IDL BO	2.21	1.66	25	Dly	Franceville, F. E. A.	IDL AF	2.09	1.56	40	W,F	"	IDL BO	56	42	15	Dly	
"	BOS BO	2.19	1.64	25	Th,Sa	"	BOS AF	2.07	1.55	40	Sa	"	MIA BO	49	37	...	...
"	YML BO	2.17	1.62	...	...	"	CHI AF	2.15	1.62	40	W,Sa	Gibraltar, Gibraltar	IDL BO	1.32	99	25	Dly
Dusseldorf, Ger.	IDL SS	1.21	91	40	Dly	"	YML AF	2.05	1.53	40	W,Sa	"	BOS BO	1.30	98	25	Th,Sa	
"	IDL SS	1.47	1.16	40	M,W,Sa	"	IDL BZ	1.13	74	20	...	"	IDL SS	1.03	78	30	Dly	
"	IDL K	1.21	91	20	Dly except M	Frankfurt-on-Main, Germany	IDL V	1.39	1.39	20	W,Sa	"	LAX SS	1.30	1.03	40	M,W,Sa	
"	YML K	1.17	88	20	Su,W,Sa	"	BOS P	1.22	92	40	Dly	"	IDL K	1.03	78	20	Dly	
"	IDL AF	1.21	91	40	Dly	"	IDL P	1.24	93	40	Dly	"	YML T*	99	74	20	T,Th,Sa	
"	BOS AF	1.19	90	30	Sa	"	IDL BO	1.24	93	40	Dly	"	IDL P	1.03	78	30	Dly	
"	CHI AF	1.27	96	40	W,Sa	"	IDL LU	1.24	93	40	Dly	"	BOS P	1.02	78	30	Dly	
"	YML AF	1.17	88	30	W,Sa	"	BOS BO	1.22	92	40	Dly except T	"	IDL BO	1.03	78	20	Dly	
"	BOS P	1.19	89	30	Sa	"	YML BO	1.20	90	40	Dly	"	BOS BO	1.01	76	20	...	
"	IDL P	1.21	91	40	Dly	"	IDL K	1.24	93	40	Dly	"	YML BO	99	74	...	...
"	IDL SR	1.21	91	20	Dly ex. M,W	"	YML K	1.20	90	30	W,Sa	Goma, Bel. Congo	IDL S	2.14	1.61	40	Su,T,Th	
"	IDL SW	97	78	20	...	"	IDL LI	1.24	93	40	M,W,F	Gotenburg, Sweden	IDL SS	1.24	93	40	Dly	
"	YML BO	1.21	91	20	Dly	"	BOS LI	1.22	92	40	F	"	LAX SS	1.51	1.19	40	M,W,Sa	
"	YML BO	1.17	88	...	...	"	IDL SW	97	78	20	...	"	IDL SR	1.24	93	40	Dly ex. M,W
"	BOS BO	1.19	89	20	Dly	"	IDL SS	1.24	93	40	Dly	"	BOS BO	1.24	93	25	...	
"	IDL LU	1.21	91	23	Dly except T	"	LAX SS	1.51	1.18	40	Dly	"	YML BO	1.22	92	25	...	
"	BOS BO	1.04	78	20	Dly	"	IDL S	1.24	93	40	Dly	Goyania, Brazil	MIA BZ	99	80	20	T,Th,Sa	
"	YML BO	1.03	77	...	...	"	IDL TW	1.24	93	40	Dly except M	"	IDL BZ	1.25	91	20	...
Edinburgh, Scotland	IDL T	26	21	10*	10	Dly	IDL SR	1.24	93	40	Dly ex. M,W	"	IDL BO	47	35	20	Dly	
"	CTB W	07	0527	10	Dly	Edmonton, Alberta, Canada	PHL TW	1.26	95	40	M,W,F	"	MIA BO	38	29	20	W,Sa	
"	MSP W	22	16	10	Dly	"	CHI TW	1.30	98	40	16 Wkly	"	HOU P*	24	18	10	Dly	
"	IDL NW	40	30	10	M,Th,Sa	"	MKT TW	1.37	1.04	40	16 Wkly	"	BRO P	21	16	10	Dly except Su	
"	CHI NW	30	23	10	M,Th,Sa	"	LAX TW	1.51	1.18	40	16 Wkly	"	IDL BO	29	24	20	Dly	
"	MSP NW	26	20	10	M,Th,Sa	"	IDL AF	1.24	93	40	Dly	"	LAX P	35	26	20	W,Sa	
Elizabethville, Belgian Congo	IDL S	2.09	1.56	40	T,W,Sa	"	CHI AF	1.30	98	40	W,Sa	Guadaloupe, F.W.I.	MIA BO	28	21	20	W,Sa	
"	BOS BO	2.07	1.55	25	...	"	YML AF	1.30	90	30	W,Sa	"	MIA BO	28	21	20	W,Sa	
"	YML BO	2.05	1.53	25	...	"	BOS AF	1.22	92	40	Sa	Guam	LAX P	2.10	1.57	10	Su,M,W,F	
"	IDL S	2.09	1.56	25	Dly	Freetown, Sierra Leone	IDL IB	1.24	93	25	M,W,F	"	SFO P	2.10	1.57	10	M,F	
"	BOS BO	2.07	1.55	25	Th,Sa	"	IDL AF	1.61	1.21	40	Sa,Su,M	"	FDX P	2.10	1.57	10	M,F	
"	YML BO	2.05	1.53	25	...	"	BOS AF	1.59	1.19	40	S	Guantanamo, Cuba	SEA P	2.10	1.57	10	M,F	
"	IDL S	2.09	1.56	25	Su	"	CHI AF	1.67	1.26	40	...	Guatemala City, Guatemala	MIA P	34	26	20	Dly	
"	MIA P	68	51	20	M	"	YML AF	1.57	1.18	40	...	"	SEA P	34	26	20	M,W,F,Sa	
"	MSY P	73	55	20	Su	"	IDL BO	1.61	1.21	25	...	"	MSY P	35	27	20	M,W,F,Sa	
"	HOU P	77	58	30	Su	"	BOS BO	1.59	1.19	25	...	"	HOU P	34	25	20	Dly	
"	BRO P	77	58	30	Su	"	YML BO	1.57	1.18	25	...	"	BRO P	31	24	20	Dly except Su	
"	LAX P	80	67	30	Su	Fukuoka, Japan	SFD J	2.98	2.26	...	M,W,F	"	LAX P	48	36	20	Dly	
Fairbanks, Alaska	SEA P	40	17	07	Dly	Gander, N. F.	IDL P	18	15	10	Dly	"	MSY TA	35	17	...	...
"	IDL AF	1.29	97	40	T	"	BOS P	14	12	10	Dly	"	MEX TA	17	12	...	M,T,W,Th,F	
"	BOS AF	1.27	95	40	Sa	"	IDL TW	18	15	10	T,Th,F,Sa	"	PIE AS	25	16	14	M,W,F	
"	CHI AF	1.35	1.02	40	W,Sa	"	PHL TW	19	16	10	T,Th,F,Sa	"	MIA AV	65	49	15	M,W,F	
"	YML AF	1.35	99	30	W,Sa	"	IDL TW	23	19	10	T,Th,F,Sa	"	MSY P	71	54	20	Dly ex. Sa,W	
Fiji Islands	LAX P	1.71	1.28	...	T,Sa	"	IDL T	18	14	60*	10	Dly	"	HOU P	74	56	20	Dly except F
						"	BOS T	14	11	10*	10	Dly	"	BRO P	74	56	20	Dly ex. F,Su
						"						"	LAX P	87	66	30	M,W,F	

EXPEDITED SERVICE TO OVER 100 WORLD DESTINATIONS AT LOWER-THAN-AIRLINE RATES

VIA

AIR EXPRESS INTERNATIONAL

20th ANNIVERSARY 1935 - 1955 AEI

we put the GO in AIR CARGO

INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value		
Guayaquil (Cont'd)	MIA AF	55	29	15	W,F	
"	BRO B	74	56	20	Sa	
"	CRP B	74	56	20	Sa	
"	DAL B	77	58	30	Sa	
"	FTW B	77	58	30	Sa	
"	HOU B	74	56	20	Sa	
"	LRD B	74	56	20	Sa	
"	MIA B	65	49	20	W,Sa	
"	SAT B	77	58	30	Sa	
Haifa, Israel	MIA TN	55	40	15	T,F	
"	IDL EL	175	132		W,Sa	
"	IDL K	175	132		Su,T	
Halifax, N. S.	YML K	171	128			
Hamburg, Germany	BOS T	07	59	10	Dly	
"	IDL S	124	93	40	Dly except M	
"	IDL SS	124	93	40	Dly	
"	IDL LU	124	93	40	Dly except T	
"	IDL K	124	93	20	Dly	
"	YML K	120	90	30	M,Th,Sa	
"	BOS P	120	90	30	M,Th,Sa	
"	IDL P	123	92	40	Dly	
"	IDL AF	124	93	40	Dly	
"	CHI AF	122	92	40	Sa	
"	BOS AF	130	99	40	W,Sa	
"	YML AF	120	90	30	W,Sa	
"	IDL SR	124	93	40	Dly ex. M,W	
"	IDL SW	98	79	20	Dly	
"	IDL BO	124	93	25	Dly	
"	BOS BO	122	92	25	Dly	
"	YML BO	120	90	25	Dly	
LAX SS	151	119	40	M,W,Sa		
Hamilton, Bermuda	IDL P	20	15	10	Dly	
"	BOS P	25	15	10	Dly	
"	YML T	25C	19	05**		
"	YML T	25C	19	05**		
"	LGA C	10	11	Dly		
"	MIA BO	25	19	05	W,Sa	
"	YML BO	25	19	05	W,Sa	
Hanover, Germany	IDL BO	20	15	05	Su,F,Sa	
"	BOS BO	125	93	25	Dly	
"	YML BO	123	92			
"	IDL SS	125	93	40	Dly	
"	IDL K	125	93	25	Dly except Sa	
"	YML K	120	90	20	M,Th	
"	IDL SR	125	93	23	Dly ex. M,W	
"	IDL AF	125	93	40		
"	CHI AF	123	92	40		
"	YML AF	120	90	40		
"	LAX SS	152	119	40	M,W,Sa	
Havana, Cuba	MIA P	08	06	10	Dly	
"	CHI DC	20	17	05	Dly	
"	YIP DC	20	17	05	Dly	
"	MSY DC	19	15	05	Dly	
"	STL DC	14	11	05	Dly	
"	IND DC	19	16	05	Dly	
"	BUJ DC	19	15	05	Dly	
"	EVV DC	19	15	05	Dly	
"	FWA DC	20	17	05	Dly	
"	JAN DC	17	14	05	Dly	
"	LIT DC	20	18	05	Dly	
"	MEMDC	17	14	05	Dly	
"	PUK DC	19	15	05	Dly	
"	SHV DC	19	15	05	Dly	
"	TOL DC	20	17	05	Dly	
"	MKC DC	21	18	05	Dly	
"	MIA K	08	06	15	Su,W,F	
"	MIA EA	08	05	15	Dly	
"	LGA EA	12	09	15	Dly	
"	MSY N	14	11	05	Dly	
"	MIA N	08	06	05	Dly	
"	TPA N	09	07	05	Dly	
"	DCA N	16	13	05	Dly	
"	IDL N	18	14	05	Dly	
"	BAL N	17	13	05	Dly	
"	CHS N	13	12	05	Dly	
"	JAX N	12	09	05	Dly	
"	MOB N	13	10	05	Dly	
"	ORF N	16	13	05	Dly	
"	SAV N	13	10	05	Dly	
"	EWR N	18	14	05	Dly	
"	PHL N	18	14	05	Dly	
"	BRO B	21	18	10	Sa	
"	CRP B	20	17	10	Sa	
"	DAL B	19	16	10	Sa	
"	FTW B	19	16	10	Sa	
"	HOU B	18	15	10	Sa	
"	LRD B	24	20	10	Sa	
"	SAT B	20	17	10	Sa	
"	IDL AL	18	14			
"	PIE AS	07	06	05	M,W,F	
Helsinki, Finland	IDL SS	136	102	40	Dly	
"	LAX SS	163	128	40	M,W,Sa	
"	BOS P	134	101	40	T,Th,Sa	
"	IDL P	136	102	40	Su,T	
"	IDL SR	136	102	40	Dly ex. M,W	
"	IDL BO	134	101	25		
"	YML BO	132	99			
Hermosillo, Mexico	LAX P	19	14	10	Dly	
Holguin, Cuba	MIA P	15	11	10	Dly	
Hong Kong, Br.	IDL P	320	240	40	Dly except Th	
Crn. Col.	BOS P	318	239	40	M,T,Th	
"	PDX P	250	188	40	Su,M,F,Sa	
"	SEA P	250	188	40	Su,M,F,Sa	
"	LAX P	250	188	40	T,Th,Sa	
"	SFO P	250	188	40	W,F	
"	IDL BO	320	240	40	Dly	
"	BOS BO	318	239	40	Th,Sa	
"	YML BO	316	237			
"	IDL AF	320	240	40	T	
"	BOS AF	318	239	40	Sa	

Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value		
Hong Kong (Cont'd)	CHI AF	325	245	40	W,Sa	
"	YML AF	316	237	40	W,Sa	
"	SFO J	249	187	40	T,Th,Sa	
Honolulu, T. H.	SFO P	71	57	20	Dly	
"	LAX P	71	57	20	Dly	
"	PDX P	71	57	20	Su,M,W,F	
"	SEA P	71	57	20	Su,M,W,F	
"	SFO U	71	57	15	Dly	
"	LAX U	71	57	15	Dly	
"	CHI U	92	70	15	Dly	
"	CLE U	92	70	15	Dly	
"	YIP U	96	79	15	Dly	
"	LGA U	101	83	15	Dly	
"	DCA U	99	83	15	Dly	
"	PHL U	101	83	15	Dly	
"	EWR U	101	83	15	Dly	
"	BDL U	102	84	15	Dly	
"	BOS U	102	84	15	Dly	
"	IDL NW	101	80	15	M,W,F	
"	CHI NW	92	77	15	M,W,F,Sa	
"	YIP NW	96	79	15	M,W,F,Sa	
"	MKE NW	92	77	15	M,W,F,Sa	
"	MSP NW	92	75	15	M,W,F,Sa	
"	PDX NW	71	57	15	M,W,F,Sa	
"	SEA NW	71	57	15	M,W,F,Sa	
"	GEG NW	77	60	15	M,W,F,Sa	
"	SFO Q					
"	YVR Q	74	56	20	Sa	
Innsbruck, Austria	IDL SR	131	98	40	Dly ex. M,W	
Inongo, Bel. Congo	IDL S	220	165	40	Th	
Iquitos, Colombia	MIA AV	69	49	15	Dly ex. Th,Sa	
"	IDL AV	75	56	36	Dly	
"	BRO AV	74	56		M,Th,Sa	
"	HOU P	74	56		Su,W	
"	LAX P	87	66		Su,T,Th	
Ipoib (Malaya)	IDL BO	300	225	25		
"	BOS BO	298	223			
"	YML BO	295	222			
Irumu, Bel. Congo	IDL S	222	167	40	M,T,Sa	
Istanbul, Turkey	IDL K	172	129	20	Dly except Sa	
"	YML K	168	126	25	W,Sa	
"	BOS P	170	128	40	Su,T,Th,Sa	
"	IDL P	172	129	40	Su,T,Th,Sa	
"	IDL LI	172	129	40	M,W,F	
"	BOS LI	170	128	40	F	
"	IDL AF	172	129	40	S,M,T,W,F	
"	BOS AF	170	128	40	Sa	
"	CHI AF	177	134	40	W,Sa	
"	YML AF	168	126	40	W,Sa	
"	IDL EL	172	129	25	Su,T,F	
"	IDL BO	172	129	25	Dly	
"	BOS BO	170	127	25	Sa	
"	YML BO	168	126			
"	IDL SS	172	129	40	M,W,Sa	
"	LAX SS	199	154	40	Su,T,Sa	
"	IDL SR	172	129	40	Su,T,Sa	
Istepec, Mexico	MIA P	51	39	20	Dly	
Jakarta, Java	IDL BO	298	224	25	Dly	
"	YML BO	294	221			
"	BOS BO	297	223	25	Th,Sa	
"	IDL K	298	224	33	Dly ex. Su,W,Sa	
"	YML K	294	221	33	W,Sa	
Jeddah, Saudi Arabia	IDL BO	197	147	25	Dly	
"	YML BO	193	145			
"	BOS BO	195	146	25	Th,Sa	
"	IDL SR	197	147	40	Su,T,F	
Jerusalem, Israel (See Lydda Israel)	IDL P	147		40	T,Th	
Joao Pessoa (Cabedelo)	MIA P	25		40	T,Th	
Johannesburg	IDL EL	209	157	25	Su,T,F	
U. of So. Africa	IDL K	205	153	27	Sa	
"	IDL P	209	157	40	Su,Th	
"	BOS P	207	155	40	Su,Th	
"	IDL BO	209	156	25	Dly	
"	YML BO	205	153	25	Dly	
"	BOS BO	207	155	25	Th,Sa	
"	IDL S	209	156	40	Th,Sa	
"	IDL SS	209	156	40	W	
Jos, Nigeria	IDL BO	178	134	25	Dly	
"	YML BO	174	130			
"	BOS BO	176	132			
Juneau, Alaska	SEA P	22	17	10	Dly	
Kabalo	IDL B	227	173	25	W	
Kabul	IDL BO	259	194			
"	BOS BO	257	193			
"	YML BO	255	195			
Kaduna, Nigeria	IDL BO	178	134	25	Dly	
"	YML BO	174	131			
Kaele, F. E. A.	IDL AF	209	157	40	W	
"	BOS AF	207	155	40	Sa	
"	CHI AF	215	162	40	W,Sa	
"	YML AF	205	153	40	W,Sa	
Kalima	IDL S	220	166	40	T,Th,Sa	
Kamoran	IDL BO	215	161	25	Dly	
Aden Colony	BOS BO	213	160			
"	YML BO	211	158			
Kamina	IDL S	222	167	25	Th,Sa	
Kano, Nigeria	IDL BO	178	133	25	Dly	
B. W. A.	BOS BO	176	132	25	Th,Sa	
"	YML BO	174	131			
"	IDL AF	178	133	40	M,T	
"	BOS AF	176	132	40	Sa	
"	CHI AF	184	139	40	W,Sa	
"	YML AF	174	131	40	W,Sa	
"	IDL K	178	133	33	T,Sa	
"	YML K	174	130	25	Sa	
"	IDL S	178	133	40	Su,T,Th,Sa	
Karachi, Pakistan	IDL P	234	175	40	Dly except W	
"	BOS P	232	174	40	M,T,Th	
"	LAX P	255	192	40	M,Sa	
"	SFO P	255	192	40	M,W,F	
"	IDL SS	234	175	40	Th,Sa	

Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Karachi (Cont'd)	IDL SS	2 60	2 00		M,W,Sa
"	LAX K	2 34	1 75	20	Dly
"	YML K	2 30	1 72	25	W,Sa
"	IDL BO	2 34	1 75	25	Dly
"	BOS BO	2 32	1 74	25	Th,Sa
"	YML BO	2 30	1 72		
"	IDL AF	2 34	1 75	40	Su,T,W,F,Sa
"	BOS AF	2 32	1 74	40	W,Sa
"	CHI AF	2 39	1 81	40	W,Sa
"	YML AF	2 30	1 72	40	W,Sa
Kasango	IDL S	2 25	1 69	25	Th
Keflavik, Iceland	IDL P	85	64	30	W
"	IDL SW	77	61	20	T
"	YML AW	85	64	30	T,Th
Ketchikan, Alaska	SEA P	25	14	10	Dly
Khartoum, Anglo-Egypt, Sudan	IDL BO	2 04	1 53	25	Dly
"	BOS BO	2 02	1 52	25	Th,Sa
"	YML BO	2 00	1 50		
"	IDL SS	2 04	1 53	40	T,F
"	LAX SS	2 30	1 75	40	W,Sa
"	IDL AF	2 04	1 53	40	W,Sa
"	BOS AF	2 02	1 52	40	W,Sa
"	CHI AF	2 10	1 58	40	W,Sa
"	YML AF	2 00	1 50	40	W,Sa
Kigali	IDL S	2 15	1 61	40	Sa
Kikwit	IDL BO	2 20	1 65	40	Th
Kimberley, So. Afr.	IDL BO	2 17	1 64	25	Dly
"	BOS BO	2 15	1 63	25	Th,Sa
"	YML BO	2 17	1 61		
Kindu, Belg. Congo, King Williamstown, So. Africa	IDL S	2 19	1 64	40	T,Sa
"	IDL BO	2 30	1 72	25	Dly
"	BOS BO	2 28	1 70		
"	YML BO	2 26	1 69		
Kingston, Jamaica	YTO T	35c	27c	15**	M
"	IDL K	20	15	10	Dly
"	IDL BO	30	23	15	Sa
"	MIA BO	20	15	15	Dly
"	YML BO	35	27		
"	YML T	35c	27c	15**	M
"	YTO T	35c	26c	15**	W
"	MIA AV	30	25	15	Su,M,W,Th,F
Kolwezi	IDL S	2 17	1 63	40	Su,M,W,F,Su
Kongolo	IDL S	2 27	1 70	40	Th
Korhogo, F. W. A.	IDL AF	1 78	1 33	40	
"	BOS AF	1 76	1 32	40	
"	CHI AF	1 84	1 39	40	
"	YML AF	1 74	1 30	40	
Kristiansand, Nor. (See Christiansand, Nor.)	IDL BO	2 00	1 50	25	Dly
Kuwait, Kuwait	BOS BO	1 98	1 49	25	Th,Sa
"	YML BO	1 96	1 47		
"	IDL SR	2 00	1 50	40	Sa
"	IDL AF	2 00	1 50	40	W,Sa
"	BOS AF	1 98	1 49	40	W,Sa
"	CHI AF	2 06	1 56	40	W,Sa
"	YML AF	1 96	1 47	40	W,Sa
La Ceiba, Honduras	MSY TA	43	25		Dly
Lagos, Nigeria	MEX TA	26	19		M,T,W,Th,F
"	IDL BO	1 78	1 33	25	Dly
"	BOS BO	1 74	1 30		
"	IDL AF	1 76	1 32	25	Th,Sa
"	BOS AF	1 74	1 30	40	W,Sa
"	CHI AF	1 84	1 39	40	W,Sa
"	YML AF	1 74	1 30	40	W,Sa
La Guaira, Venez...	MIA K	40	30	15	Dly
"	IDL LV	50	38	10	Dly except M
"	BRO P	50	38		
"	HOU P	48	37		M,Th,Sa
"	MIA P	40	30		Su
"	BUJ DC	50	33	15	Dly
"	CHI DC	52	35	15	Dly
"	YIP DC	52	35	15	Dly
"	YLD DC	51	34	15	Dly
"	FWA DC	52	35	15	Dly
"	EVV DC	52	35	15	Dly
"	GRW DC	49	32	15	Dly
"	HAV DC	40	23	15	Dly
"	HOT DC	53	36	15	Dly
"	HOU DC	48	33	15	Dly
"	IND DC	51	34	15	Dly
"	JAN DC	49	32	15	Dly
"	LIT DC	51	34	15	Dly
"	MEMDC	49	32	15	Dly
"	MSY DC	45	30	15	Dly
"	PUK DC	50	33	15	Dly
"	STL DC	51	34	15	Dly
"	SHV DC	51	34	15	Dly
"	HUF DC	52	35	15	Dly
"	TOL DC	52	35	15	Dly
"	MKC DC	53	36	15	Dly
"	SGF DC	52	35	15	Dly
"	KIN DC	34	17	15	Dly
"	MIA RN	40	30	15	Dly
"	MIA BZ	40	30	15	T,Th,Sa
amburene, F. E. A.	IDL AF	2 09	1 56	40	W,F
"	BOS AF	2 07	1 55	40	W,F
"	CHI AF	2 15	1 62	40	W,Sa
"	YML AF	2 05	1 53	40	W,Sa
a Paz, Bolivia	MIA P	1 07	81	30	Dly ex. F,Sa
"	MSY P	1 13	85	30	Su,M,T,Th
"	HOU P	1 17	87	30	Dly ex. Th,F
"	BRO P	1 17	87	30	Sa,M,T
"	LAX P	1 29	97	40	M,W
"	DAL B	1 19	89	30	Sa
"	HOU B	1 16	87	30	Sa
"	CRO B	1 16	87	30	Sa
"	BRP B	1 16	87	30	Sa
"	FTW B	1 19	89	30	Sa
"	LRD B	1 22	92	30	Sa
"	MIA R	92			

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Leopoldville, Belgian Congo	IDL P	2 09	1 57	40	Su,Th	London (Cont'd)	BOS BO	1 08	81	20	Th,Sa	Managua (Cont'd)	BRO P	39	30	20	Dly except Su
"	BOS P	2 07	1 51	40	Su,Th	"	IDL SS	1 10	83	30	Dly	"	MSY TA	38	20		Dly
"	IDL S	2 09	1 56	40	Su,T,W,Th,Sa	"	LAX SS	1 37	1 08	40	M,W,Sa	"	MEX TA	25	16		M thru Sa
"	YML BO	2 05	1 53			"	IDL AF	1 10	83	30	Six Dly	"	MIA TN	30	19	15	T,F
"	IDL BO	2 09	1 56	25		"	BOS AF	1 08	81	30	Sa	Manaos, Brazil	IDL P	1 44	1 44	40	Su,W,F
"	BOS BO	2 07	1 55	25		"	CHI AF	1 16	88	30	W,Sa	"	MIA P	1 24	1 24	40	Th,Sa
"	IDL K	2 03	1 52	25	T,Sa	"	YML AF	1 06	79	30	W,Sa	"	MSY P	1 48	1 48	40	F
Lethbridge, Alb., Canada	IDL T	25 20	70	10	Dly	"	IDL K	1 10	83	20	Dly	"	HOU P	1 62	1 62	40	T,Th
"	CTB W	07	0478	10	Dly	"	YML K	1 06	79	20	Su,W,Sa	"	BRO P	1 54	1 54	40	T,Th
Libenge, Bel. Con.	IDL S	2 30	1 72	25	Th	"	YML T	1 06	80	20*	Dly	"	LAX P	1 79	1 79	40	W,F
Libreville, F.E.A.	IDL AF	2 09	1 56	40	M,W,F	London, Ont., Canada	IDL IB	1 10	83	30	M,W,F	Manchester, England	IDL SS	1 07	80	30	Dly
"	BOS AF	2 07	1 55	40	Sa	"	IDL SR	1 10	83	30	Dly ex. M,W	"	LAX SS	1 33	1 05		M,W,Sa
"	CHI AF	2 15	1 62	40	W,Sa	Lourenco Marques (Mozambique)	IDL T	06	54	10	Dly	"	IDL AF	1 07	80	40	
"	YML AF	2 05	1 53	40	W,Sa	"	IDL BO	2 09	1 56	25	Dly	"	BOS AF	1 05	78	40	
Lima, Peru	MIA P	87	65	30	Dly	Luanda, Angola	YML BO	2 05	1 53			"	CHI AF	1 12	85	40	
"	MSY P	93	70	30	Dly except W	"	IDL S	2 23	1 67	25	Th	"	YML AF	1 03	77	40	
"	HOU P	97	73	30	Dly	"	IDL AF	2 09	1 56	40	W	"	IDL SR	1 07	80	30	Su,T,Th
"	BRO P	97	73	30	Dly except Su	"	BOS AF	2 07	1 55	40	W	"	IDL BO	1 07	80	25	Dly ex. M,W
"	LAX P	1 09	82	30	M,W,F	"	CHI AF	2 15	1 62	40	W,Sa	"	BOS BO	1 05	78	25	Dly
"	MIA B	87	65	30	Dly	"	YML AF	2 05	1 53	40	W,Sa	Manila, Philippines	YML BO	1 03	77		
"	HOU B	96	72	30	Su,M,Sa	Lulea, Sweden	IDL SS	1 37	1 02	25	M	"	LAX P	2 50	1 88	40	M,Th,Sa
"	LRD B	1 03	77	30	Su,M,Sa	Luluabourg, Belgian Congo	IDL S	2 29	1 72	40	T,Th,F,Sa,Su	"	SFO P	2 50	1 88	40	M,Th,Sa
"	SAT B	99	74	30	Su,M,Sa	"	IDL S	2 29	1 72	40	T,Th,F,Sa,Su	"	PDX P	2 50	1 88	40	M,Th,Sa
"	BRO B	96	72	30	Su,M,Sa	Lusaka, Northern Rhodesia	IDL BO	2 09	1 56	25	Dly	"	SEA P	2 50	1 88	40	M,Th,Sa
"	CRP B	96	72	30	Su,M,Sa	"	BOS BO	2 07	1 55	25	Dly	"	IDL P	3 27	2 46	40	M,T,W,F
"	DAL B	99	74	30	Su,M,Sa	Luxembourg, Luxembourg	YML BO	1 18	89			"	BOS P	3 25	2 44	40	M,T,W,F
"	FTW B	99	74	30	Su,M,Sa	Lydda, Israel (See Tel Aviv)	IDL S	1 21	91	30	T,W,Th	"	CHI NW	2 09	2 01	40	Su,T,Th
"	IDL LV	87	73	20	Dly except W	Maceio, Brazil	IDL P	1 52	1 52	40	W,F	"	CLE NW	2 09	2 02	40	Su,T,Th
"	MIA LV	87	66			"	MIA P	1 26	1 26	40	T,Th	"	YIP NW	2 70	2 02	40	Su,T,Th
"	MIA TN	85	50	15	T,F	"	BRO P	1 51	1 51	40	Su,T,Th	"	IDL NW	2 74	2 05	40	Su,T,Th
Linz, Austria	IDL K	1 34	1 01	20	W	"	MSY P	1 64	1 64	40	Su,T,Th	"	MKE NW	2 68	2 01	40	Su,T,Th
"	YML K	1 30	98	20	F	"	BRO P	1 56	1 56	40	T,Th	"	MSP NW	2 64	1 98	40	Su,T,Th
"	IDL BO	1 34	1 01	20	Dly	"	LAX P	1 86	1 86	40	M,W,F	"	PDX NW	2 49	1 87	40	Su,T,Th
"	YML BO	1 30	98			"	IDL V	1 52	1 52	20	W,Sa	"	SEA NW	2 49	1 87	40	Su,T,Th
"	BOS BO	1 32	99			Madras, India	IDL BO	2 56	1 92	25	Dly	"	IDL AF	3 27	2 47	40	Sa
"	IDL SR	1 34	1 01	40	Dly ex. M,W	"	BOS BO	2 55	1 91	25	Dly	"	BOS AF	3 25	2 44	40	Sa
Lisala, Belg. Congo	IDL S	2 20	1 65	40	Th,Sa	Madrid, Spain	IDL BO	2 22	92	20	Dly	"	CHI AF	3 33	2 51	40	W,Sa
Lisbon, Portugal	IDL P	1 12	84	30	Th,Sa	"	MIA BO	1 34	1 02	20	W,Sa	"	YML AF	3 23	2 42	40	W,Sa
"	BOS P	1 10	83	30	Su,T,Th,Sa	"	BOS BO	1 21	91	20	Th,Sa	"	IDL SS	3 27	2 45	40	T,Th
"	IDL S	1 12	84	30	T,Sa	"	IDL IB	1 23	92	40	M,W,F	Matanzas, Columbia	IDL AV	64	48	15	Dly
"	IDL SR	1 12	84	30	T	"	IDL AF	1 22	92	40	M,W,Th,Sa	"	MIA AV	54	41	15	Su,M,T,W,F
"	IDL IB	1 12	84	30	M,W,F	"	BOS AF	1 21	91	40	Sa	"	BRO P	63	48		M,Th,Sa
"	IDL BO	1 12	84	40	M,W,F	"	CHI AF	1 28	98	40	W,Sa	"	HOU P	63	48		Su,W
"	BOS BO	1 10	83	20	Th,Sa	"	YML AF	1 18	89	30	W,Sa	"	MSY P	60	45		M,F
"	YML BO	1 08*	81*	25*	M,W,F	"	IDL TW	1 22	92	40	Su,T,Th,F,Sa	Monono, Belgian Congo	IDL S	2 22	1 66	40	T,Th,Sa
"	IDL AF	1 12	84	30	F	"	BOS TW	1 21	91	40	T,Sa	Monte, Ecuador	MIA P	65	49	30	T
"	BOS AF	1 10	83	30	Sa	"	CHI TW	1 28	98	40	Su,T,Th,F,Sa	"	MSY P	72	54	30	T
"	CHI AF	1 17	89	30	W,Sa	"	PHL TW	1 24	94	40	Su,T,Th,F,Sa	"	HOU P	74	56	30	M
"	YML AF	1 08	81	30	W,Sa	"	MKE TW	1 36	1 03	40	Su,T,Th,F,Sa	"	LAX P	87	56	40	Su
"	IDL SS	1 12	84	40	M,T,Th,F	"	LAX TW	1 17	40	M,W,Th,F,Sa	Manzanilla, Cuba	MIA P	14	09	10	Dly	
"	LAX SS	1 28	1 09	40	M,Th	"	IDL K	2 22	92	20	M,W,Th,F,Sa	Maracaibo, Venezuela	IDL P	50	38	20	Dly
"	IDL TW	1 12	84	30	Su,T,Th,F,Sa	"	YML K	1 18	80	22	W,Sa	"	MSY P	45	34	20	Dly except W
"	BOS TW	1 10	83	30	Sa,T	"	IDL S	1 22	92	30	T	"	HOU P	48	36	20	Dly
"	PHL TW	1 13	86	30	Su,T,Th,F,Sa	"	IDL SS	1 22	92	40	Dly	"	BRO P	48	36	20	Dly except Su
"	CHI TW	1 17	89	30	Su,T,Th,F,Sa	"	LAX SS	1 49	1 17	40	M,W	"	LAX P	62	47	20	M,W,F
"	MKE TW	1 25	95	40	Su,T,Th,F,Sa	"	IDL SR	1 22	92	40	Dly ex. M,W	"	MIA K	40	30	07	P
"	LAX TW	1 38	1 09	40	M,W,Th,F,Sa	"	IDL P	1 23	92	40	W,Th	"	YML K	55	42	22	M
"	IDL K	1 12	84	20	Dly ex. T,W	"	BOS P	1 21	91	40	W,Th	"	MIA RN	40	30	15	M,Th
"	YML K	1 08	81	22	W,F,Sa	"	LAX P	1 50	1 18	40	W,Th	"	IDL LV	50	38	40	Dly except M
Liverpool, England	IDL BO	1 07	80	20	Dly	Megangaue, Columbia	MIA P	48	36		Dly	Maroua, F.E.A.	IDL AF	2 09	1 56	40	M,F
"	BOS BO	1 05	78	20	Th,Sa	"	BRO P	56	43		M,Th,Sa	"	BOS AF	2 07	1 55	40	Sa
"	YML BO	1 03	77			"	HOU P	56	43		Su,W	"	CHI AF	2 15	1 62	40	W,Sa
Livingstone, S. Rhodesia	IDL BO	2 09	1 56	25	Dly	"	LAX P	70	53		Su,T,Th	"	YML AF	2 05	1 53	40	W,Sa
"	BOS BO	2 07	1 55		Th,Sa	"	MSY P	53	40		Su,W	Marseille, France	IDL AF	1 25	94	40	Dly
"	IDL AF	2 09	1 56	40	M	"	IDL AV	58	57	43	Dly	"	BOS AF	1 23	93	40	Sa
"	BOS AF	2 07	1 55	40	Sa	"	MIA AV	47	35	15	M,T,W,F,Su	"	CHI AF	1 31	96	40	W,Sa
"	CHI AF	2 15	1 62	40	W,Sa	Malmo, Sweden	IDL SS	1 27	95	40	Dly	"	YML AF	1 22	91	40	W,Sa
"	YML AF	2 05	1 53	40	W,Sa	"	LAX SS	1 53	1 21		M,W,Sa	Martinique, Fr. W. Ind.	IDL P	39	29		Su,T,Th
Lome, Fr. W. Afr.	IDL AF	1 78	1 33	40	F	"	IDL SR	1 27	95	40	Dly ex. M,W	"	IDL BO	39	29		
"	BOS AF	1 76	1 32	40	F	"	BOS BO	1 25	93	25	Dly	Matadi, Belgian Congo	IDL S	2 18	1 63	40	Su,W,Th,Sa
"	IDL P	1 16	83	30	Dly	Malta	YML BO	1 43	1 07	27	Dly	"	IDL AF	2 91	2 18	40	M,T,Sa
"	BOS P	1 08	81	30	Dly	"	IDL BO	1 39	1 04			"	BOS AF	2 89	2 18	40	Sa
"	IDL TW	1 10	83	30	16 Wkly	"	BOS BO	1 41	1 06	20	Th,Sa	"	BOS BO	2 90	2 18	25	Dly
"	BOS TW	1 08	81	30	M,W,F	"	MIA P	38	29		M,W,F	"	CHI AF	2 97	2 24	40	W,Sa
"	CHI TW	1 16	88	30	16 Wkly	Managua, Nicaragua	MSY P	44	33	20	Sa,Su,T,Th	"	YML AF	2 87	2 15	40	W,Sa
"	PHL TW	1 12	84	30	16 Wkly	"	HOU P	41	31	20	Dly	"	IDL BO	2 91	2 18	40	Dly
"	MKE TW	1 23	93	40	16 Wkly							"	YML BO	2 94	2 21		
"	LAX TW	1 37	1 08	40	16 Wkly												
"	IDL EL	1 10	83	20	W,Sa												
"	IDL S	1 10	83	30	Dly except M												
"	IDL SW	87	70	20													
"	IDL BO	1 10	83	20	Dly												
"	YML BO	1 06	79														



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Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per 100 Lb. (Under 100 Lb.)	Per 100 Lb. (Over 100 Lb.)	Per \$100 Value				Per 100 Lb. (Under 100 Lb.)	Per 100 Lb. (Over 100 Lb.)	Per \$100 Value				Per 100 Lb. (Under 100 Lb.)	Per 100 Lb. (Over 100 Lb.)	Per \$100 Value	
Mayaguez, P. R.	MIA R	15	12		Dly	Monterey, Colombia	IDL AV	.61	46	15	T.F	Nicosia (Cont'd)	YML BO	1.62	1.22		
"	IDL R	22	20		Dly	"	MIA P	.51	39		T.Th,Sa	"	BOS BO	1.64	1.23		Th,Sa
"	BAL R	22	18	10	M.T,W,Th,F	"	BRO P	.60	45		M,Th,Sa	Nome, Alaska	SEA P	.55	.26	07	T,Th,Sa
"	BOS R	26	21	10	M.T,W,Th,F	"	HOU P	.60	45		Sa,W	Norrköping, Sweden	IDL SS	1.17	.88	20	Dly
"	CHI R	.32	.25	10	M.T,W,Th,F	Monterey, Mexico	DAL A	.13	.09	10	Dly	North Bay, Ont., Canada	IDL T	.09	6.50	10	Dly
"	CVG R	.29	.23	10	M.T,W,Th,F	"	ELP A	.13	.09	10	Dly	Noumea, New Caledonia	IDL AF	3.64	2.73	25	F
"	CLE R	.28	.22	10	M.T,W,Th,F	"	LAX A	.24	.18	10	Dly	"	BOS AF	3.62	2.72	25	F
"	YIP R	.29	.23	10	M.T,W,Th,F	"	SAT A	.07	.04	10	Dly	"	CHI AF	3.70	2.79	25	W,Sa
Mayaguez, Cuba	MIA P	15	12	10	Dly	"	HGA A	.27	.22	10	Dly	"	YML AF	3.60	2.70	25	W,Sa
Mazatlan, Mexico	LAX P	.26	.22		Dly	"	LFT A	.25	.21	10	Dly	"	MIA EA	14			Dly
"	HOU P	.29	.22		Dly	Montevideo, Uruguay	IDL P	1.51	1.13	40	Dly except M	Neuva Girona (Isle of Pines), Cuba	MSY TA	.47	.36	15	M,W,F
Medan, Sumatra	IDL BO	2.98	2.24	25	Dly	"	MIA P	1.43	1.08	40	T,Th,Sa	"	MXA TA	.27	.21	15	T,Th,Sa
"	YML BO	2.94	2.21			"	MSY P	1.50	1.13	40	M,F	Nuremberg, Germany	IDL K	1.27	.96	20	Dly
"	BOS BO	2.97	2.23	25	Th,Sa	"	HOU P	1.53	1.15	40	Su,T,Th	"	YML K	1.22	.92	20	W,Sa
"	IDL K	2.98	2.24	25	Dly	"	BRO P	1.53	1.15	40	T,Th	"	IDL SS	1.27	.96	40	Dly
"	YML K	2.94	2.21	25	W,Sa	"	LAX P	1.67	1.25	40	M,W,F	"	LAX SS	1.54	1.21	33	M,W,F
Medellin, Colombia	IDL AV	.61	.46	15	Dly	"	IDL V	1.51	1.13	20	W,Sa	"	IDL S	1.27	.96	40	T,Th,F
"	MIA AV	.51	.39	15	M,W,F,Su	"	MIA BZ	1.32	.83	20	T,Th,Sa	"	IDL AF	1.28	.96	40	Dly except F
"	MIA P	.51	.39		T,Th,Sa	Montreal, Que., Canada	IDL BZ	1.47	.94	20		"	BOS AF	1.26	.95	40	Sa
"	MSY P	.58	.43		Su,W	"	LGA C	.07	5.00m	10	Dly	"	CHI AF	1.33	1.01	40	W,Sa
"	BRO P	.60	.45		M,Th,Sa	"	IDL T	.08	5.00	10	Dly	"	YML AF	1.23	.93	40	W,Sa
"	HOU P	.60	.45		Su,W	"	CHI T	.08	4.40	10	Dly	"	IDL BO	1.27	.96	20	Dly
"	LAX P	.73	.54		Su,T,Th	"	CLG T	.08	6.10	10	Dly	"	BOS BO	1.26	.94	20	Dly
Merida, Mexico	MIA P	.25	.19	10	Dly	"	LGA NE	.08	5.50	10	Dly	"	YML BO	1.23	.93	20	Dly
"	MSY P	.23	.17	10	Sa,Su,T,Th	Mouila, F.E.A.	BOS NE	.07	5.50	10	Dly	"	IDL SR	1.27	.96	40	Dly ex. M,W
"	HOU P	.33	.25	20	Dly	"	IDL AF	2.09	1.56	40		"	IDL SW	.97	.78	20	W,Sa
"	BRO P	.30	.23	20	Dly except Su	"	BOS AF	2.07	1.55	40		"	IDL P	1.27	.96	20	W,Sa
"	LAX P	.32	.28	20	Dly	"	CHI AF	2.15	1.62	40		"	BOS P	1.26	.94	20	W,Sa
Mexicali, Mexico	LAX P	.06	.05	10	Dly	"	YML AF	2.05	1.50	40		"	MIA P	.51	.39		M,W,F
Mexico City, Mexico	MIA P	.34	.24	10	Sa,Su,T,Th	Moundou, F.E.A.	IDL AF	2.09	1.56	40		"	BRO P	.19	.15		M,Th,Sa
"	MSY P	.22	.16	10	Sa,Su,T,Th	"	BOS AF	2.15	1.62	40		"	HOU P	.21	.16		Dly
"	HOU P	.16	.13	10	Dly	"	CHI AF	2.15	1.62	40		"	LAX P	.35	.29		Dly
"	BRO P	.14	.11	10	Dly except Su	Munich, Germany	YML AF	2.05	1.53	40		"	CHI NW	2.68	2.01	40	Su,T,Th,Sa
"	LAX P	.30	.25	20	Dly	"	IDL P	1.31	.98	40	Dly	"	YIP NW	2.69	2.02	40	Su,T,Th,Sa
"	MSY TA	.38	.19	15	Dly	"	BOS P	1.28	.97	40	Dly	"	MKE NW	2.68	2.01	40	Su,T,Th,Sa
"	DCA A	.35	.28	20	Dly	"	IDL SS	1.31	.98	40	Dly	"	MSY NW	2.64	1.98	40	Su,T,Th,Sa
"	DCA A	.33	.26	20	Dly	"	LAX SS	1.57	1.23	40	M,W,Sa	"	IDL NW	2.74	2.05	40	Su,T,Th,Sa
"	BFA A	.33	.26	20	Dly	"	IDL S	1.30	.98	40	T,W,Th,Sa	"	PDX NW	2.49	1.87	40	Su,T,Th,Sa
"	CLE A	.31	.25	20	Dly	"	IDL AF	1.30	.97	40	Sa	"	SEA NW	2.49	1.87	40	Su,T,Th,Sa
"	CHI A	.29	.23	20	Dly	"	BOS AF	1.28	.97	40	W,Sa	"	SEO J	2.49	1.87	40	T,Th,Sa
"	DAL A	.20	.15	10	Dly	"	YML AF	1.26	.95	40	W,Sa	"	LAX P	2.50	1.88	40	T,W,Th,Sa,Su
"	LAX A	.30	.25	20	Dly	"	IDL K	1.30	.98	20	Dly	"	IDL AF	1.36	1.02	40	W,Sa
"	ELP A	.20	.16	10	Dly	"	YML K	1.26	.95	22	M,Th,Sa	"	BOS AF	1.35	1.01	40	W,Sa
"	SAT A	.15	.11	10	Dly	"	IDL LI	1.30	.98	40	M,W,F	"	CHI AF	1.42	1.08	40	W,Sa
"	IDL AF	.35	.28	20	Dly	"	IDL SR	1.28	.97	40	F	"	YML AF	1.32	.99	40	W,Sa
Milan, Italy	IDL LI	1.33	1.00	40	W,F	"	IDL SW	.99	.79	20	Dly ex. M,W	"	MIA P	1.11	.83	30	Su,M,W
"	BOS LI	1.31	.98	40	F	"	IDL BO	1.31	.98	20	Dly	"	MSY P	1.17	.87	30	Su,M
"	IDL AF	1.33	1.00	40	Su,T,W,F	"	BOS BO	1.28	.97	20	Dly	"	HOU P	1.19	.90	30	Sa,Su,T
"	BOS AF	1.31	.98	40	Sa	"	YML BO	1.26	.95	20	Dly	"	BRO P	1.19	.90	30	Sa,Su,T
"	CHI AF	1.39	1.05	40	W,Sa	Nairobi, Kenya	IDL BO	2.09	1.56	25	Dly	"	LAX P	1.32	1.00	40	M,W
"	YML AF	1.29	.97	40	Su,T,Th,F	"	YML BO	2.05	1.53	25	Dly	"	SFO J	2.74	2.07	40	M,W,F
"	IDL K	1.33	1.00	20	Dly	"	BOS BO	2.07	1.55	25	W,F,Sa	"	IDL SS	1.24	.93	40	Dly
"	YML K	1.29	.97	20	W,Sa	"	IDL EL	2.09	1.57	25	Su,T,F	"	LAX SS	1.51	1.19	40	M,W,Sa
"	IDL TW	1.33	1.00	40	Dly except Sa	"	IDL AF	2.09	1.56	40	F,T	"	IDL S	1.24	.93	40	Su,W,Th,F
"	BOS TW	1.31	.98	40	Su,M,Th	"	BOS AF	2.07	1.55	40	Sa	"	IDL K	1.24	.93	30	Su,W,Th,F
"	CHI TW	1.39	1.05	40	Dly	"	CHI AF	2.15	1.62	40	W,Sa	"	YML K	1.20	.90	30	Su,T,Th,Sa
"	PHL TW	1.35	1.02	40	Dly except Sa	"	YML AF	2.05	1.54	40	W,Sa	"	BOS P	1.22	.92	40	Su
"	MKC TW	1.46	1.11	40	Dly	"	IDL S	2.09	1.53	40	Th	"	IDL P	1.24	.93	40	Su
"	LAX TW	1.60	1.25	40	Dly	"	IDL SS	2.09	1.56	40	F	"	IDL BO	1.24	.93	40	Dly
"	IDL SW	1.60	.85	20		"	LAX SS	2.35	1.82	40	Sa	"	BOS BO	1.22	.92	40	Dly
"	IDL SS	1.33	1.00	40	Th,F	Naples, Italy	IDL LI	1.42	1.07	40	M,W,F	"	YML BO	1.20	.90		
"	LAX SS	1.60	1.25		W,Sa	"	BOS LI	1.40	1.05	40	F	"	LGA C	.07	.06		Dly
"	IDL BO	1.33	1.00	25	Dly	"	IDL S	1.42	1.06	40	Sa	"	IDL T	.07	.05	10	Dly
"	BOS BO	1.31	.98	25	Dly	Nassau, Bahamas	YML T	.07	.05	10	3 Dly	"	IDL AF	1.76	1.32	40	Dly
"	YML BO	1.29	.97	20	Dly	"	YTO T	.22	.18	05	M	"	BOS AF	1.84	1.39	40	Dly
"	IDL SR	1.33	1.00	40	Dly ex. M,W	"	IDL BO	.17	.13	05	Dly	"	YML AF	1.74	1.30	40	Dly
Minatitlan, Mexico	MIA P	.38	.29	20	Dly	"	MIA BO	.07	.05	07	Dly	"	IDL AF	2.09	1.56	40	Dly
"	MSY P	.31	.24		Su,T,Th,Sa	Natal, Brazil	YML BO	.22	.17		Dly	"	BOS AF	2.07	1.55	40	Dly
"	BRO P	.21	.16		M,Th,Sa	"	IDL P	1.46	1.46	40	Su,W,Sa	"	CHI AF	2.15	1.62	40	Dly
"	LAX P	.24	.19		Dly	"	BOS P	1.45	1.45	40	M,W,Sa	"	YML AF	2.05	1.53	40	Dly
"	HOU P	.38	.29		Dly	"	HOU P	1.62	1.48	40	M	"	IDL BO	2.95	2.21	25	Dly
Mitise, F.E.A.	IDL AF	2.07	1.55	40	Sa	"	MSY P	1.48	1.48	40	M	"	IDL K	2.95	2.21	25	Dly
"	BOS AF	2.07	1.55	40	Sa	"	HOU P	1.62	1.48	40	Su,T	"	BOS BO	2.93	2.20	25	Th,Sa
"	CHI AF	2.15	1.62	40	W,Sa	"	BRO P	1.55	1.55	40	T	"	YML BO	2.91	2.18		
"	YML AF	2.05	1.53	40	W,Sa	"	LAX P	1.80	1.80	40	M,W	"	YML K	2.91	2.19	25	T,F,Sa
Moaanda, Bel. Congo	IDL S	2.22	1.66	40	Su,W,Th	"	MIA BZ	1.04	.75	20	T,Th,Sa	"	BOS LI	1.42	1.07	40	M,W,F
Mogadishu, It. Somaliland	IDL BO	2.09	1.56	25	Dly	"	IDL BZ	1.20	.86	20		"	IDL IB	1.30	.98		M,W,F
"	YML BO	2.05	1.53			"	IDL V	1.46	1.46	20	Sa,W	"	MIA P	.39	.29	20	Dly
"	BOS BO	2.07	1.55	25	Dly	Nattitingou, F.W.A.	IDL AF	1.78	1.33	40		"	MSY P	.45	.34	20	Dly except W
Mombasa, Kenya	IDL BO	2.09	1.56	25	Dly	"	BOS AF	1.76	1.32	40		"	HOU P	.48	.37	20	Dly
"	BOS BO	2.07	1.55	25	Dly	"	CHI AF	1.84	1.39	40		"	BRO P	.48	.37	20	Dly except Su
"	YML BO	2.05	1.53			"	YML AF	1.68	1.26	40		"	LAX P	.61	.41	20	M,W,F
Monrovia, F.E.A.	IDL AF	1.71	1.29	40	Sa	N'Dola, N. Rhodesia	IDL S	2.09	1.56	40	Th	"	HOU B	.48	.36	20	Su,M,Sa
"	BOS AF	1.70	1.27	40	Sa	"	IDL BO	2.09	1.56	25	Dly	"	DAL B	.51	.38	20	Su,M,Sa
"	CHI AF	1.77	1.34	40	W,Sa	"	BOS BO	2.07	1.55	25	Dly	"	BRO B	.48	.36	20	Su,M,Sa
"	YML AF	1.68	1.26	40	W,Sa	"	YML BO	2.05	1.53	25	Dly	"	FTW B	.51	.38	20	Su,M,Sa
Montego Bay, Jamaica	MIA P	.20	.15	10	Dly	"	IDL S	2.09	1.56	40	F	"	LRD B	.54	.41	20	Su,M,Sa
"	IDL AV	.28	.21	15	Sa	N'Gaoundere, F.E.A.	CHI AF	2.15	1.62	40		"	MIA B	.39	.20	20	Dly

INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value		
Paris (Cont'd)	IDL SR	1.17	.88	.30	Dly ex. M,W	Porto Alegre	BRO P	1.51	1.14	.40	T	Rio de Janeiro	MIA BZ	1.20	.84	.20	T,Th,Sa	
"	IDL AF	1.17	.88	.30	Sa	" (Cont'd)	LAX P	1.43	1.22	.40	W	" (Cont'd)	IDL BZ	1.36	.95	.20	"	
"	BOS AF	1.15	.86	.30	Dly	"	MIA BZ	1.22	.80	.20	T,Th,Sa	"	DAL B	1.42	1.07	.40	Su	
"	CHI AF	1.22	.93	.40	W,Sa	Porto Nacional, Brazil	MIA BZ	1.02	.70	.20	T,Th,Sa	"	HOU B	1.38	1.04	.40	Su	
"	YML AF	1.12	.84	.30	W,Sa	"	IDL BZ	1.18	.81	.20	"	"	BRO B	1.38	1.04	.40	Su	
"	IDL K	1.17	.88	.30	Dly	Prague, Czechoslovakia	IDL S	1.35	1.01	.40	Su,W,F	"	CRP B	1.38	1.04	.40	Su	
"	YML K	1.12	.84	.30	Su,W,Sa	"	IDL K	1.31	.98	.20	M,T,T,Th	"	FTW B	1.42	1.07	.40	Su	
"	IDL LI	1.17	.88	.30	M,W,F	"	IDL SR	1.35	1.01	.40	Dly ex. M,W	"	LDH B	1.42	1.07	.40	Su	
"	BOS LI	1.15	.86	.30	F	"	IDL BO	1.35	1.01	.20	Dly	"	SAT B	1.42	1.07	.40	Su	
"	IDL TW	1.17	.88	.30	2 Wkly	"	BOS BO	1.31	1.00	.40	Dly	"	MIA B	1.27	.96	.40	Su,T,Th,F	
"	BOS TW	1.15	.86	.30	2 Wkly	"	YML BO	1.31	.98	"	"	Robertsfield, Lib.	IDL AF	1.71	1.29	.40	W	
"	CHI TW	1.22	.93	.30	22 Wkly	"	LAX SS	1.62	1.27	"	M,W,Sa	"	BOS AF	1.70	1.27	.40	Sa	
"	PHL TW	1.18	.89	.30	22 Wkly	"	IDL SS	1.35	1.01	.40	Dly	"	CHI AF	1.77	1.34	.40	W,Sa	
"	MKCT TW	1.30	.98	.40	22 Wkly	"	IDL AF	1.35	1.01	.40	Dly except Su	"	YML AF	1.68	1.26	.40	W,Sa	
"	LAX TW	1.43	1.13	.40	22 Wkly	"	BOS AF	1.33	1.00	.40	Sa	"	IDL B	1.68	1.27	.40	Th	
"	IDL P	1.17	.88	.30	Dly	"	CHI AF	1.41	1.07	.40	W,Sa	"	BOL P	1.67	1.25	.40	Th	
"	BOS P	1.15	.86	.30	Su,T,Th	"	YML AF	1.31	.98	.40	W,Sa	"	MIA P	1.17	.87	.30	M,Th	
"	IDL BO	1.17	.88	.30	Dly	Preston, Cuba	MIA P*	.20	.15	.07	Dly	"	MSY P	1.22	.92	.40	M,Th	
"	BOS BO	1.15	.86	.30	"	"	"	"	"	"	"	"	HOU P	1.26	.94	.40	Su,W	
"	YML BO	1.12	.84	"	"	Prestrick, Scotland	IDL SS	1.03	.78	.40	Dly	"	IDL SS	1.29	.97	.25	Dly	
"	IDL SW	1.17	.84	.20	"	"	YML T*	.99	.75	.30	T,Th,Sa	"	IDL S	1.39	1.04	.40	Su,W	
Farnaby, Brazil	IDL P	1.33	1.33	.40	Sa,T,Su	"	IDL K	1.03	.78	.30	Dly	"	BOS LI	1.37	1.03	.40	M,W,F	
"	MIA P	.99	.67	.30	Sa,T	"	IDL BO	1.03	.78	.30	Dly	"	IDL BO	1.39	1.04	.40	Dly	
Pereira, Colombia	MIA BZ	.99	.67	.30	T,Th,Sa	"	YML BO	.99	.74	"	"	"	BOS BO	1.37	1.03	.40	Th,Sa	
"	IDL AV	.64	.41	.15	Dly ex. Th,Sa	"	BOS BO	1.01	.76	.30	Th,Sa	"	YML BO	1.35	1.01	.40	Th,Sa	
"	MIA AV	.54	.41	.15	Dly ex. Th,Sa	"	IDL P	1.03	.78	.30	Dly	"	IDL EL	1.39	1.04	.40	Su,T,F	
"	BRO P	.63	.48	"	Su,W	Puerto Cabezas, Nic.	BOS P	1.02	.76	.30	Dly	"	IDL SS	1.39	1.04	.40	M,W,Sa	
"	HOU P	.63	.48	"	Su,W	"	"	"	"	"	"	"	LAX SS	1.66	1.30	.40	M,W,Sa	
"	MSY P	.60	.45	"	Su,W	Puerto Cortez, Honduras	MEX TA	.48	.38	"	T,Th,Sa	"	BOS AF	1.37	1.03	.40	Sa	
"	LAX P	.77	.58	"	Sa,T,Th	"	MEX TA	.42	.24	"	M,W,F	"	CHI AF	1.45	1.10	.40	W,Sa	
Pisa, Italy	IDL SW	1.08	.86	.20	"	Puerto Suarez, Bol.	MIA P	1.17	.87	.30	Su	"	YML AF	1.35	1.01	.40	W,Sa	
"	IDL P	1.33	1.33	.40	M,W,F	"	HOU P	1.26	.94	.40	Sa	"	IDL K	1.39	1.04	.40	W,Sa	
"	BOS LI	1.35	1.01	.40	"	"	BRO P	1.26	.94	.40	Sa	"	YML K	1.35	1.01	.40	Dly	
Pointe Noire, F.E.A.	IDL AF	2.09	1.55	.40	"	"	MSY P	1.22	.92	.40	Su	"	IDL TW	1.39	1.04	.40	24 Wkly	
"	CHI AF	2.07	1.55	.40	"	"	"	"	"	"	"	"	BOS TW	1.39	1.04	.40	M,T,T,Th,Sa	
"	IDL AF	2.15	1.62	.40	"	"	"	"	"	"	"	"	CHI TW	1.45	1.10	.40	25 Wkly	
"	YML AF	2.05	1.53	.40	"	"	"	"	"	"	"	"	PHL TW	1.41	1.06	.40	24 Wkly	
Ponce, R. R.	MIA R	1.15	.12	.10	T,Th	Pusan, Korea	LAX P	1.39	1.05	.40	Sa	"	MKCT TW	1.52	1.15	.40	25 Wkly	
"	IDL R	1.22	.20	.10	Su,W,F	"	YIP NW	2.68	2.21	.40	Th	"	LAX TW	1.66	1.30	.40	25 Wkly	
"	BAL R	22	.18	.10	M,T,W,Th,F	"	SEA NW	2.49	1.87	.40	Th	"	IDL SR	1.39	1.04	.40	Dly ex. M,W	
"	BOS R	26	.21	.10	M,T,W,Th,F	"	MSP NW	2.64	1.98	.40	Th	"	IDL P	1.39	1.04	.40	Dly	
"	CHI R	32	.25	.10	M,T,W,Th,F	"	IDL NW	2.74	2.05	.40	Th	"	IDL B	1.39	1.04	.40	Dly	
"	CVG R	29	.23	.10	M,T,W,Th,F	"	PDX NW	2.49	1.87	.40	Th	"	IDL SW	1.12	.90	.20	"	
"	CLE R	28	.22	.10	M,T,W,Th,F	Quito, Ecuador	MSY P	70	.53	.20	Dly ex. W,Sa	"	IDL IB	1.39	1.05	.25	M,W,F	
"	YIP R	29	.23	.10	M,T,W,Th,F	"	BRO P	73	.55	.20	Dly except F	"	CHI AF	3.01	2.23	.40	W,Sa	
Port au Prince, Haiti	IDL P	1.15	.12	.15	2 Dly	"	IDL P	73	.55	.20	Dly ex. Su,F	"	YML AF	2.99	2.24	.40	W,Sa	
"	IDL P	.25	.15	.10	"	"	IDL AV	74	.56	.15	M,W,F	"	IDL BO	.98	.24	.40	Dly	
"	CHI DC	24	.24	.15	M,T,Sa	"	MIA AV	64	.48	.15	M,W,F	"	BOS BO	3.01	2.26	"	"	
"	YIP DC	27	.23	.15	M,T,Sa	Rabat, Fr. Mor.	IDL AF	1.27	.93	.40	"	"	SFO P	2.49	1.87	.40	M,F	
"	HOU DC	25	.22	.15	M,T,Sa	"	BOS AF	1.25	.94	.40	"	St. Croix, Virg. Is.	IDL P	27	.21	.10	Su,T,Th	
"	MSY DC	22	.18	.15	M,T,Sa	"	CHI AF	1.25	.94	.40	"	"	MIA P	20	.15	.10	Su,T,T,Th	
"	MEM DC	26	.21	.15	M,T,Sa	"	YML AF	1.25	.93	.40	"	St. John, N. B.	BOS T	65	4.20	.10	Dly	
Port Elizabeth, So. Africa	IDL BO	2.28	1.71	.33	Dly	"	IDL BO	2.73	2.05	.40	Su,Th,F,Sa	"	B.W.I.	MIA P	25	.19	.10	Su,M,T,T,Th
Port Gentil	BOS BO	2.27	.70	.33	Dly	Rangoon, Burma	MIA BO	2.77	2.10	.25	W,Sa	"	St. John, N. F.	BOS T	15	12.30	.10	Dly
"	IDL AF	2.09	1.56	.40	"	"	YML BO	2.69	2.02	"	"	St. Kitts, B.W.I.	IDL BO	36	.27	.05	Dly	
"	BOS AF	2.07	1.55	.40	"	"	BOS BO	2.71	2.04	.25	Th,Sa	"	MIA BO	26	.20	"	"	
"	CHI AF	2.15	1.62	.40	"	"	IDL K	2.73	2.05	.25	M,W,Sa	"	YML BO	38	.31	"	"	
"	YML AF	2.05	1.53	.40	"	"	IDL SS	2.73	2.05	.40	Sa	"	IDL K	26	.20	.05	W	
Port Harcourt (Nigeria)	IDL BO	1.92	1.44	.25	Dly	"	IDL P	2.73	2.05	.40	Su,Th,F,Sa	St. Lucia, Windward Is.	MIA BO	40	.30	.15	Dly	
"	BOS BO	1.90	1.42	.25	"	"	SFO P	2.73	2.05	.40	W,Sa	"	MIA BO	33	.25	"	"	
Port of Spain, Trinidad	IDL P	.54	.20	.20	Dly except Sa	"	LAX P	2.82	2.11	.40	W,Sa	St. Thomas, Virgin Is. (U.S.)	IDL P	26	.21	.10	Su,T,Th	
"	MIA P	.39	.29	.20	Dly	Recife (Pernambuco) Brazil	IDL P	1.48	1.48	.40	Dly	"	YML BO	31	.25	"	"	
"	MSY P	.45	.34	.20	W,F	"	MIA P	1.17	.87	.30	M,W,F	Salsbury, So. Rhod.	IDL BO	2.09	1.56	.25	Dly	
"	HOU P	.48	.37	.20	M,W,Th,Sa	"	BRO P	1.56	1.56	.40	Dly	"	BOS BO	2.05	1.53	"	"	
"	BRO P	.48	.37	.20	T,Th	"	HOU P	1.65	1.65	.40	M,Sa	"	MIA P	1.24	.93	.40	Sa	
"	LAX P	.63	.48	.20	Su,W,Sa	"	LAX P	.85	1.85	.40	M,F	"	MSY P	1.30	.98	.40	Sa	
"	YML T	.50	.38	.15	W	"	MSY P	1.51	1.51	.40	Su,W	"	HOU P	1.33	1.00	.40	F	
"	YTO T	.50	.38	.15	M,T,Th,Sa	"	MIA BZ	1.00	.77	.20	T,Th,Sa	Salzburg, Austria	IDL K	1.33	1.00	.40	M,W	
"	MIA K	.38	.29	.15	M,T,Th,Sa	Reggio Calabria, Italy	IDL LI	1.47	1.11	.40	M,W,F	"	IDL SR	1.33	1.00	.40	Dly ex. M,W	
"	IDL BO	.45	.34	.15	Dly	"	"	"	"	"	"	"	MIA P	1.17	.87	.20	M,Th	
"	YML BO	.50	.38	"	"	Regina, Sask., Canada	IDL T	21	17.20	.15	Dly	"	MSY P	1.22	.92	.40	M,Th	
"	MIA BO	.38	.29	"	"	"	"	"	"	"	"	"	HOU P	1.26	.94	.40	Su,W	
"	IDL AL	.45	.30	"	F	Reunion Island	IDL AF	2.86	2.15	.40	M,T,F	"	"	"	"	"		
"	IDL LV	.50	.38	"	Dly except M	"	BOS AF	2.84	2.13	.40	Sa	"	"	"	"	"		
"	MIA BZ	.37	.19	.05	T,Th,Su	"	CHI AF	2.92	2.20	.40	W,Sa	"	"	"	"	"		
"	IDL BZ	.27	.19	.05	"	"	YML AF	2.82	2.11	.40	W,Sa	"	"	"	"	"		
Port Sudan	IDL BO	1.99	1.49	.25	Dly	"	"	"	"	"	"	"	"	"	"	"		
"	BOS BO	1.97	1.48	.25	Th,Sa	"	"	"	"	"	"	"	"	"	"	"		
"	YML BO	1.95	1.46	"	"	Rio de Janeiro, Bra.	MIA P	1.32	1.00	.40	T,Th,Sa	"	"	"	"	"		
"	IDL P	1.48	1.12	.40	Su,W,F	"	MSY P	1.53	1.16	.40	M,F	"	"	"	"	"		
"	IDL V	1.52	1.14	.40	W,Sa	"	HOU P	1.42	1.07	.40	Su,T,Th	"	"	"	"	"		
"	MIA P	.41	.60	.40	T,Th	"	BRO P	1.57	1.18	.40	M,W,F	"	"	"	"	"		
"	MSY P	1.48	1.12	.40	T	"	LAX P	1.42	1.07	.20	W,Sa	"	"	"	"	"		
"	HOU P	1.51	1.14	.40	T	"	IDL V	1.42	1.07	.20	W,Sa	"	"	"	"	"		

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INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
San Ignacio de Velasco (Cont'd)	BRO P	1.26	.94	.40	Th	Shannon (Cont'd)	IDL SW	.77	.61	.30		Tegucigalpa (Cont'd)	LAX P	.53	.38	.20	M,W,F
	HOU P	1.26	.94	.40	F		IDL S	.99	.75	.30	W,F,Sa		MSY TA	.37	.18		Dly except Su
	LAX P	1.39	1.05	.40	F	Singapore, Mal. St.	IDL BO	2.92	2.19	.40	Dly		MEX TA	.23	.16		Dly except Su
	MSY P	1.22	.92	.40	Sa		YML BO	2.88	2.16	.40			MIA TN	.30	.17	.45	T,F
San Jose, Bolivia	MIA P	1.16	.63	.30	M,Th		BOS BO	2.90	2.18	.40	Th,Sa		IDL BO	2.07	1.56	.40	Dly
	MSY P	1.22	.92	.40	M,Th		SFO P	2.50	1.88	.40	M,F	Teheran, Iran	BOS BO	2.05	1.54	.40	Th,Sa
San Jose, Costa Rica	MIA P	.25	.23	.10	M,F		LAX P	2.50	1.88	.40	M,F		YML BO	2.03	1.52		
	MSY P	.45	.34	.20	Su,M,W,Sa		IDL K	2.92	2.19	.40	Su,T,Th		IDL AF	2.07	1.56	.40	Th,Su
	HOU P	.48	.36	.20	M,Th		YML K	2.88	2.16	.40	Sa,W		BOS AF	2.06	1.54	.40	Sa
	LAX P	.61	.46	.20	T,F		IDL LU	.99	.75	.40	Dly except T		CHI AF	2.13	1.61	.40	W,Sa
	MSY TA	.39	.22	.15	Dly except Su	Suma, Nicaragua	MSY TA	.55	.42	.15	Dly		YML AF	2.04	1.53	.40	W,Sa
	MEX TA	.31	.20	.15	Dly except Su		MEX TA	.43	.33	.15	M,T,W,Th,F		IDL K	2.07	1.56	.40	M,Th
	MIA K	.39	.29	.15	M,Th	Stanleyville, Bel. Congo	IDL S	2.09	1.56	.40	Su,T,W,Th,F,Sa		YML K	2.03	1.52	.40	W
San Juan, Puerto Rico	IDL P	.22	.18	.10	Twice Daily	Stavanger, Norway	IDL SS	1.24	.93	.40	Dly		IDL LI	2.07	1.56	.40	M,W,F
	MIA P	.15	.12	.10	Twice Daily		LAX SS	1.51	1.19	.40	M,W,Sa		BOS LI	2.05	1.54	.40	F
	MIA R	.15	.12	.10	Dly	Stockholm, Sweden	IDL SS	1.26	.95	.40	Dly		LAX SS	2.34	1.81	.40	T,W
	IDL R	.22	.18	.10	M,T,W,Th,F		IDL K	1.25	.95	.20	Dly		IDL SR	2.07	1.56	.40	M,W,F
	BAL R	.22	.18	.10	M,T,W,Th,F		YML K	1.22	.92	.20	W,Sa		BOS P	2.05	1.54	.40	M,W,F
	BOS R	.26	.21	.10	M,T,W,Th,F		IDL BO	1.26	.95	.20	Dly	Tel Aviv, Israel	IDL S	1.75	1.32	.40	Su
	CHI R	.32	.25	.10	M,T,W,Th,F		BOS BO	1.24	.93	.20	Dly		IDL EL	1.75	1.32	.40	W,Sa
	CVG R	.29	.23	.10	M,T,W,Th,F		YML BO	1.22	.92				IDL EF	1.72	1.29	.40	W,Su
	CLE R	.28	.22	.10	M,T,W,Th,F		IDL S	1.26	.95	.40	Dly except M		IDL LI	1.75	1.32	.40	M,W,F
	YIP R	.32	.25	.10	M,T,W,Th,F		IDL P	1.26	.95	.40	T,Th,Sa		BOS LI	1.73	1.30	.40	W,Sa
	CHI DC	.31	.24	.15	Th,Sa		BOS P	1.24	.93	.40	Dly		IDL K	1.75	1.32	.40	Su,T
	YIP DC	.31	.24	.15	Th,Sa		IDL SR	1.26	.95	.40	Dly ex. M,W		YML K	1.71	1.28	.40	Sa
	MEMDC	.26	.21	.15	Sa		IDL AF	1.26	.95	.40	Su,M,Th,F		IDL BO	1.75	1.32	.40	Dly
	CHI E	.32	.25	.15	Dly		BOS AF	1.24	.93	.40	Sa		BOS BO	1.73	1.30	.40	Th,Sa
	YIP E	.29	.23	.28	Dly		CHI AF	1.32	1.00	.40	W,Sa		YML BO	1.71	1.28		
	IDL E	.22	.20	.28	Three Dly		YML AF	1.22	.92	.40	W,Sa		IDL TW	1.75	1.32	.40	M,W,F
	MIA E	.15	.12	.15	Dly	Straasbourg, France	IDL S	1.26	.94	.40	W,Sa		PHL TW	1.77	1.37	.40	M,W,F
San Pedro Sula, Hond.	MIA N	.20	.15	.15	M,Th	Stuttgart, Germany	IDL P	1.23	.93	.40	Su,T,F		CHI TW	1.71	1.30	.40	M,W,F
	MSY TA	.34	.21	.15	W,Sa		BOS P	1.24	.93	.40	Dly		MKTW	1.88	1.42	.40	M,W,F
San Salvador, El Salvador	MIA P	.37	.28	.20	Sa,Su,T,Th		IDL S	1.26	.94	.40	T,W,Th,F		LAX TW	2.02	1.57	.40	Su,T,Th
	MSY P	.39	.29	.20	Sa,Su,T,Th		IDL BO	1.26	.94	.20	Dly		IDL AF	1.75	1.32	.40	Su
	HOU P	.36	.28	.20	Dly		BOS BO	1.24	.93				BOS AF	1.73	1.30	.40	Sa
	BRO P	.34	.26	.20	Dly except Su		YML BO	1.22	.91	.40	Dly		CHI AF	1.81	1.37	.40	W,Sa
	LAX P	.50	.38	.20	Su,W,Sa		IDL SS	1.26	.94	.40	Dly		YML AF	1.71	1.28	.40	W,Sa
	MSY TA	.37	.18	.15	Dly		IDL SR	1.26	.94	.40	Dly ex. M,W		IDL SR	1.75	1.32	.40	Sa
	MEX TA	.37	.18	.15	Dly		IDL K	1.26	.94	.20	Dly		LAX SS	2.02	1.57	.40	Sa
	PIE AS	.25	.17	.15	T,Th,Sa		YML K	1.22	.99	.20	M,Sa	Tela, Honduras	MSY TA	.42	.35		Dly
	MIA TN	.25	.17	.15	M,Th		IDL SW	.97	.78	.20			MEX TA	.26	.19		M,T,W,Th,F
Santa Clara, Cuba	MIA P	.13	.09	.20	Dly		IDL AF	1.26	.94	.40	Dly except F	Tobago, B.W.I.	IDL BO	.45	.34	.20	M,W,Sa
Santa Cruz, Bolivia	MIA P	1.17	.87	.30	Dly ex. Sa,T,F		BOS AF	1.24	.93	.40	Sa		MIA BO	.41	.31		
	MSY P	1.22	.92	.40	Su,M,Th		CHI AF	1.24	.93	.40	W,Sa	Tokyo, Japan	IDL P	3.65	2.74	.40	Dly
	BRO P	1.24	.93	.40	F,W,Sa,Su		YML AF	1.22	.91	.40	W,Sa		BOS P	3.64	2.74	.40	Dly
	LAX P	1.37	1.03	.40	M,W,Sa		SFO Q	1.78	1.36	.40	Su,Th		LAX P	2.50	1.88	.40	M,W,Sa
Santa Maria, Azores	IDL P	.87	.65	.30	Su,T,Th,Sa	Suva, Fiji Islands	SFO Q	1.78	1.36	.40	M,T,Th,Sa		SFO P	2.50	1.88	.40	Dly
	BOS P	.85	.64	.30	Su,Th,Sa		SFO Q	1.78	1.35	.20	M,W,F		SEA P	2.50	1.88	.40	Dly
	IDL TW	.86	.65	.30	Su,T,Th,F,Sa		YVR Q	1.78	1.35	.20	Sa		PDX P	2.50	1.88	.40	Dly
	BOS TW	.84	.64	.30	T,Sa	Sydney, Australia	LAX P	2.21	1.66	.40	M,T,Th,Sa		IDL AF	3.65	2.74	.40	Dly
	CHI TW	.92	.70	.30	Su,T,Th,F,Sa		SFO P	2.21	1.66	.40	M,T,Th,Sa		BOS AF	3.63	2.74	.40	W,Sa
	PHX TW	.90	.67	.30	Su,T,Th,F,Sa		SEA P	2.21	1.66	.40	M,T,Th,Sa		CHI AF	3.71	2.79	.40	W,Sa
	MKTW	.99	.76	.30	Sa,T,Th,F,Sa		PDX P	2.21	1.66	.40	M,T,Th,Sa		YML AF	3.61	2.71	.40	W,Sa
	LAX TW	1.13	.90	.30	Sa,M,W,Th,F		SFO Q	2.20	1.66	.20	M,W,F		IDL SS	3.65	2.74	.40	T,Th,Sa
Santa Marta, Colombia	IDL AV	.56	.43	.15	M,Th,Sa		YVR Q	2.20	1.66	.20	Su		ACG NW	2.40	1.80	.40	T,Th,Sa
	MIA AV	.46	.35	.15	Su,M,W,Th		IDL K	3.51	2.63	.45	Sa		CHI NW	2.68	2.01	.40	T,Th,Sa
	MIA P	.46	.35	.15	Dly		YML K	3.50	2.63	.47	Sa		YIP NW	2.69	2.02	.40	T,Th,Sa
	BRO P	.55	.42	.15	M,Th,Sa		IDL BO	3.51	2.63	.33	Dly		MKE NW	2.68	2.01	.40	T,Th,Sa
	HOU P	.55	.42	.15	M,Th,Sa		YML BO	3.47	2.60	.33	Dly		SPR NW	2.64	1.98	.40	T,Th,Sa
	MSY P	.53	.40	.15	Sa,W		BOS BO	3.40	2.62	.25	Th,Sa		PIT NW	2.72	2.04	.40	T,Th,Sa
	LAX P	.69	.52	.30	Su,T,Th		HNL BC	1.56	1.17	.25	M,Th		PDX NW	2.49	1.87	.40	T,Th,Sa
Santiago, Chile	MIA P	1.31	.98	.30	Dly		YVR BC	2.20	1.66	.25	M, alt. Th		IDL NW	2.74	2.05	.40	T,Th,Sa
	MSY P	1.37	1.03	.30	Dly ex. M,Th	Sydney, N. S.	BOS T	.09	.74	.10	Dly		SEA NW	2.49	1.87	.40	T,Th,Sa
	HOU P	1.41	1.06	.30	Dly	Taipei, Formosa	IDL NW	2.74	2.05	.20	Su,T,Th		IDL BO	3.65	2.74	.40	Dly
	BRO P	1.41	1.06	.30	Su,Th,Sa		YIP NW	2.69	2.05	.20	Su,T,Th		YML BO	3.63	2.73	.40	Th,Sa
	LAX P	1.43	1.15	.30	M,Th,Sa		MKE NW	2.69	2.05	.20	Su,T,Th		IDL K	3.65	2.74	.40	Su,T
San Luis, Brazil	IDL P	.92	.72	.40	T,Th,Sa		MSP NW	2.64	1.98	.20	Su,T,Th		SFO J	2.49	1.87	.40	T,Th,Sa
	MIA P	.88	.66	.40	Th		PDX NW	2.64	1.98	.20	Su,T,Th	Toronto, Ont., Can.	LGA A	.07	.0478	.10	Dly
	MSY P	.95	.72	.40	Su,M,T,W,Th		SEA NW	2.49	1.87	.20	Su,T,Th		IDL A	.07	.0478	.10	Dly
	HOU P	.98	.74	.40	T,Th		SFO NW	2.50	1.88	.20	Su,T,Th		EWRA	.07	.0478	.10	Dly
	BRO P	.98	.74	.40	T,Th	Takoradi (Gold Coast)	IDL BO	1.83	1.38	.25	Dly		BUF A	.07	.0478	.10	Dly
	LAX P	1.12	.84	.40	M,W,F		BOS BO	1.81	1.36	.25	Dly		IDL T	.07	.0480	.10	Dly
	MIA BZ	.89	.63	.20	W,Sa	Talara, Peru	MIA P	.73	.55	.30	Dly ex. Th,Sa	Trapani, Italy	IDL LI	1.35	1.12	.25	F
	IDL P	1.42	1.07	.40	Dly except M		MSY P	.78	.59	.30	Su,M,T,F	Trinidad, Cuba	MIA P	.15	.11	.10	Dly
	MIA P	1.32	1.00	.40	Th		BRO P	.82	.62	.30	M,Th,Sa	Tripoli, Libya	IDL BO	1.46	1.09	.25	Dly
	MSY P	1.53	1.16	.40	W	Tamatave, Madagascar	HOU P	.82	.62	.30	Su,W,F		YML BO	1.42	1.06		
	HOU P	1.42	1.07	.40	T		IDL AF	2.73	2.05	.40	T,F		BOS BO	1.44	1.08	.25	Th,Sa
	BRO P	1.67	1.26	.40	T		BOS AF	2.71	2.03	.40	Sa		IDL S	1.46	1.09	.25	Su,T,Th
	LAX P	1.57	1.18	.40	T		CHI AF	2.79	2.10	.40	W,Sa	Trujillo, Honduras	MSY TA	.48	.37	.15	Dly
	SFO P	1.57	1.18	.40	T		YML AF	2.69	2.02	.40	W,Sa		MEX TA	.28	.22	.15	M,T,W,Th,F
	IDL V	1.42	1.07	.20	W,Sa	Tampico, Mexico	HOU P	.43	.09	.10	Dly	Tshikapa, Bel. Congo	IDL S	2.25	1.69	.40	Su
	MIA BZ	1.20	.84	.20	T,Th,Sa		BRO P	.10	.08	.10	T,W,F	Tunis, Tunisia	IDL AF	1.36	1.02	.40	Su,M,W,Th,F
	IDL BZ	1.36	.95	.20			LAX P	.36	.29	.20	Dly		IDL LI	1.36	1.02	.40	M,W,F
	BRO B	1.38	1.04	.40	Su	Tananarive, Madagascar	IDL AF	2.68	2.01	.40	W,F,M		BOS LI	1.22	.92	.40	F
	CRP B	1.38	1.04	.40	Su		BOS AF	2.66	2.00	.40	F		CHI AF	1.34	1.01	.40	W,Sa
	DAL B	1.42	1.07	.40	Su		CHI AF	2.74	2.05	.40			YML AF	1.32	.99	.40	W,Sa
	FTW B	1.42	1.07	.40	Su		YML AF	2.64	1.98	.40			IDL TW	1.36	1.02	.40	T
	HOU B	1.38	1.04	.40	Su		IDL BO	2.68	2.01	.40			PHL TW	1.37	1.03	.40	T
	LRD B	1.44	1.09	.40	Su		BOS BO	2.66									

INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Vancouver (Cont'd)	EWR U	31	2946	10	Dly	Vienna (Cont'd)	CHI AF	1 43	1 08	40	W.Sa	Windsor, Ont., Can.	IDL T	06	5 50	10	Dly
"	PHL U	31	2946	10	Dly	"	YML AF	1 33	1 00	40	W.Sa	Winipeg, Man., Canada	IDL T	17	14 00	10	Dly
"	CLE U	27	254	10	Dly	"	IDL SS	1 37	1 03	40	M.W.Sa	Yaounde, F.E.A.	IDL AF	2 09	1 56	40	M.W.F
"	DCA U	31	28	10	Dly	"	LAX SS	1 64	1 28	40	M.W.Sa	"	CHI AF	2 15	1 62	40	W.Sa
"	CHI U	24	219	10	Dly	"	IDL K	1 37	1 03	40	Sa,T,F	"	YML AF	2 05	1 53	40	W.Sa
"	DEN U	15	136	10	Dly	"	YML K	1 33	1 00	40	Sa	Zagreb, Yugo.	IDL S	1 42	1 06	40	Th
"	SLC U	12	103	10	Dly	"	IDL BO	1 37	1 03	40	Dly	"	IDL SR	1 42	1 06	40	F
"	LAX U	12	103	10	Dly	"	BOS BO	1 35	1 02	40	Dly	Zurich, Switzerland	IDL SR	1 24	93	40	Dly ex. M.W.
"	PDX U	07	048	10	Dly	"	YML BO	1 33	1 00	40	Dly	"	IDL SS	1 24	93	40	Dly
"	IDL T	31	25 60	10	Dly	"	IDL SR	1 37	1 03	40	Dly ex. M.W.	"	LAX SS	1 51	1 18	40	M.W.Sa
Varadero, Cuba	SFO Q	11	08	Su		Villahermosa, Mex.	MIA P	34	26	20	Dly	"	IDL S	1 24	93	40	Dly except M
Veracruz, Mexico	MIA P	08	06	10	Dly	"	MSY P	29	22	20	Sa,Su,T,Th	"	IDL AF	1 24	93	40	M.W.F
"	BRO P	39	30	20	Dly	Vinby, Sweden	IDL SS	1 32	99	25	Dly	"	BOS AF	1 22	92	40	Su
"	HOU P	21	16	10	Dly	Wake Island	LAX P	1 66	1 22	40	Dly	"	CHI AF	1 30	98	40	W.Sa
"	BRO P	19	15	10	M,Th,Sa	"	SFO P	1 66	1 22	40	Dly	"	YML AF	1 20	90	30	W.Sa
"	MSY P	34	26	20	M,W,F	Warsaw, Poland	PDX P	1 66	1 22	40	Dly	"	IDL EL	1 20	90	30	Sa,T,F
Victoria, Brazil	LAX P	35	29	20	Dly	"	SEA P	1 66	1 22	40	Dly	"	IDL K	1 37	1 03	20	Dly
"	MSY P	1 60	1 60	40	Dly	Wellington, N. Z.	IDL S*	1 46	1 09	40	M,W,Th,F	"	YML K	1 20	90	40	W.Sa
"	HOU P	1 81	1 81	40	Su,W	"	IDL SR	1 46	1 09	40	Su,T,Th,F	"	BOS BO	1 22	92	40	Th,Sa
"	BRO P	1 73	1 73	40	M,Th,Sa	"	IDL BO	3 97	2 98	40	Dly	"	IDL BO	1 24	93	40	Dly
"	MIA BZ	1 25	89	20	T,Th,Sa	"	BOS BO	3 95	2 96	40	Th,Sa	"	IDL TW	1 24	93	40	Dly except Sa
"	IDL BZ	1 41	1 00	40	Dly	"	YML BO	3 93	2 94	40	Sa	"	BOS TW	1 22	92	40	Su
Victoria, B. C.	IDL T	32	26	10	Dly	West End (Gr. Bah. Isl.)	SFO Q	2 10	1 59	40	M,W,F	"	CHI TW	1 30	98	40	Dly
Victoria de las Tumas, Cuba	MIA P	14	09	10	Dly	Windhoek, S. W. Africa	YVR Q	2 10	1 59	40	Sa	"	MKCT TW	1 37	1 04	40	Dly
Vienna, Austria	IDL P	1 37	1 03	40	Dly	"	MIA BO	05	03	40	Dly	"	LAX TW	1 51	1 18	40	Dly
"	BOS P	1 35	1 02	40	Dly							"	IDL SW	99	79	30	
"	IDL S	1 37	1 03	40	Sa												
"	IDL AF	1 37	1 03	40	T,Th												
"	BOS AF	1 35	1 02	40	Sa												

MAILBAG MEMOS

In going through your November issue, we note in the U. S. Equivalents of Foreign Currencies that the East German Ostmark is indicated as having a 1:8 ratio equivalent of 45¢, while the West German Deutsche Mark is shown at 235¢. This would indicate that the Ostmark is more valuable than the Deutsche Mark if we understand the table correctly, and that certainly cannot be the case according to what information we have at the present writing. Will you please let us know if we have a misunderstanding of the table, or whether this is an error.

C. F. DeWitt
Vice President-Sales Manager
Holt Hardwood Company
Oconto, Wisconsin

We checked with a foreign exchange authority. Since 1953, 2.22 East German Marks have been the equivalent of one United States Dollar, or 45¢ per Ostmark, as indicated in the November issue. At last check, the West German Mark was quoted at 100 for \$23.75, or 23 3/4¢ each—a fluctuation of 1/10 of 1¢. Our authority: the Chase Manhattan Bank.—Editor.

The November issue of your magazine is outstanding for the presentation of the Airline Cargo Directory. You have probably done the same thing before, but nevertheless it is a valuable reference document.

There is one item that I should like to bring to your attention that you have most likely picked up by this time. On page 43, Differences in Time, is the listing for Azores. I believe an error was made in the final type-setting. It is a small thing, and I'm sure that you will be pleased if that is the only one to show up in such a diverse undertaking.

C. E. Bartlett
Major, USAF
1502nd AACB Group
Mitchell Air Force Base, New York

There's that Old Debbit Typo again. To set the record straight, the figure should read: 3 hours and 1 minute. Yes, the correction has been entered for the next edition of the Air Shippers' Manual.—Editor.

Let me congratulate you on an exceptionally well-planned November issue. I think the Air Shippers' Manual was the best one you have put out. I always find your magazine valuable in my work.

Frank Olsen
St. Louis, Missouri

In the article, The British Air Freight Effort (November issue), the Lockheed C-130 is mentioned as a forthcoming commercial airfreighter which "presumably

BOOKS

For the technician concerned with helicopter design, production, inspection, maintenance, or operation, we suggest Jacob Shapiro's *Principles of Helicopter Engineering* (McGraw-Hill Book Company; 433 pages; \$12.50). Includes all recent advances. Excellent. . . . Another in the Civil Engineering Series is *Fundamentals of Transportation Engineering*, by Robert G. Hennes and Martin L. Ekke (McGraw-Hill Book Company; 520 pages; \$8.50). In addition to airport engineering, this comprehensive volume includes roads and pavements, railroad, river and coastal, pipeline, and belt conveyors. . . . R. Dixon Speas' *Technical Aspects of Air Transport Management* covers the broad field of airline management aspects with emphasis on the technical viewpoint. The book is primarily aimed at the airline employee. . . . ASTM standard and tentative specifications, test methods, and definitions of terms pertaining to paper, paper products, and shipping containers are compiled in *ASTM Standards on Paper and Paper Products and Shipping Containers* (American Society for Testing Materials; 406 pages; \$3.75).

The title of David and Marian Greenberg's book tip off its contents: *The Shopping Guide to Mexico, Guatemala and the Caribbean* (Greenberg, Publisher; 203 pages; \$3.75). This well-planned book which we are happy to recommend also covers Bermuda, Nassau and Panama. . . . Here's the second edition of J. Gordon Vaeth's excellent book, *200 Miles Up* (Ronald Press Company; 261 pages; \$5.00). An absorbing story of upper-air research, prologue

will help to reduce prices." As I understand the situation, the C-130 is being built solely for military use. Can you corroborate my understanding of this?

A. Steven Lawrence
Los Angeles, California

The February, 1955, issue of Air Transportation featured an article on the C-130, The Hercules Story, written by Robert W. Middlewood, chief engineer of Lockheed's Georgia Division. In it he said: "The Lockheed C-130A is an airplane which puts us into the middle of this (military-civilian cargo transport) picture. It is an airplane which has the capability of future growth as required in handling its military missions. This same airplane has a growth potential in the cargo field which offers to the logistics, or to the civilian operator, a direct operating cost of the order of 1¢ per ton-mile as compared to present military cargo airplane of 6¢ per ton-mile." As we hear it bratted about the industry, the C-130 may, in the near future, be released for commercial use—possibly on a lease basis.—Editor.

to space travel. Interesting photos included. . . . In *Valley of the Shadow* (David McKay Company, Inc.; 241 pages; \$3.50), Major Ward M. Miller, USAF jet pilot, tells his story of his amazing escape from the Chinese Reds—a tale of personal courage, suffering, ingenuity, and a reawakening of faith ("... prayer and church have assumed a new meaning, a new dimension, for me").

FACTS AND FIGURES

(Continued from Page 24)

of cargo flown over the Atlantic during October, an increase of 43% over the same month of the year before was chalked up.

Seaboard: October transatlantic freight ton-miles rose 60% above the October, 1954 record. Total was 1,711,000 ton-miles.

Slick: A new high—6,368,000 ton-miles of freight—was set in October. In the same month of the previous year, the airline recorded 3,023,733 ton-miles.

United: November freight carriage (2,606,000 ton-miles) dropped 17% below the total flown in November, 1954; but express (2,185,000 ton-miles) was up 21%.

Foreign Airlines

Japan: JAL is now in the black, after only 14 months of operation. April-September period brought a profit of \$147,241.

Indirect Air Carriers

Emery: The board of directors recently voted to increase the semi-annual dividend from 15¢ per share to 25¢ per share.

Aircraft

Lockheed: January-September earnings totaled \$13,371,000. Sales totaled \$526,139,000. Earnings amounted to \$4.73 per share, compared with \$6.07 per share for the first nine months of 1954 when an all-time record was set.

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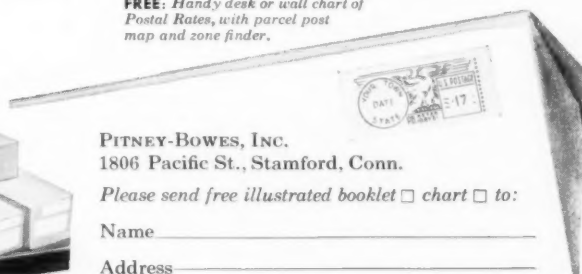


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Meet Ray McGuire...



He's paid by KLM — but he works for you!

A message from Al Levenson

An airline is planes, places and people. But people make the difference. The skill with which they perform, and equally important, their feeling for their work, mold an airline's "personality" and build its reputation.

Ray McGuire is a case in point. He brings to his job as KLM's Assistant Cargo Sales Manager for the New York Region, a rich background of experience . . . freight forwarder, cargo supervisor, traffic manager. Having sat on "both sides of the desk," Ray's concept of selling is such that his real work starts after he gets the order! He knows that it takes more than fast planes and frequent flights to make an air

cargo operation a success. It takes complete "follow-through" by someone personally interested in every shipment, large or small. This often means a hurried sandwich for lunch and not infrequently it's late when Ray gets home to his wife and two little McGuires. His job is service!

All of us in KLM's Cargo Department share Ray McGuire's philosophy . . . that although we are paid by KLM, we are really working for you.

Alvin E. Levenson

Cargo Manager for the United States

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